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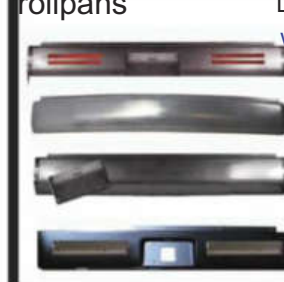
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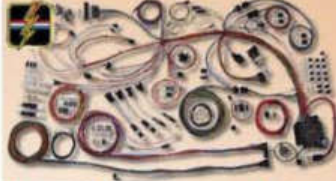
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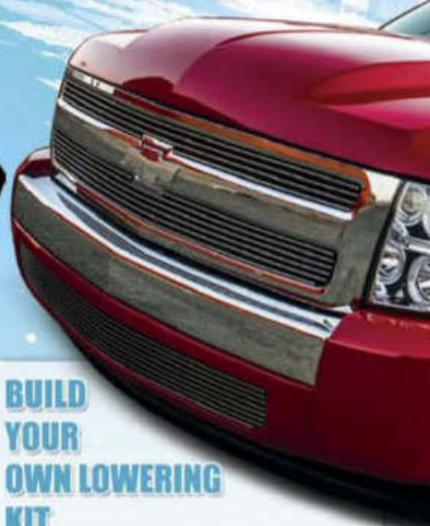
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09-13 F150 STD CAB 2/4	—	—	#982SP \$982.00
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NISSAN/TOYOTA	NO SHOCKS	W/ND2	W/SP
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68 | AVOID GETTING TICKETED

Tips and Tricks From a Former Police Officer

44

LETHAL CX

A C-10 That's
Deadly on
Every Level



departments

- 12 THE BOTTOM LINE
- 14 WORD ON THE STREET
- 18 PARTS COUNTER
- 118 FAB THIS
- 122 READERS' RIDES
- 126 EVENT SCENE
- 128 STREET HUMOR

ON THE COVER: Jeff Volker just finished the build on his highly anticipated '83 Chevy pickup. Better known as Lethal CX, this third gen C-10 is an absolute thing of beauty. Speaking of eye candy, the supercharged LS-3 engine is displayed in a completely tricked-out engine compartment. This truck definitely has all of the performance you could ask for underneath a pretty shell. Photo by Jason Jones.



24

GREEN WITH ENVY

The One That Almost Got Away



32

GOLDY LOX

From Farm Truck to True Gold



60

BLOOD, SWEAT & GEARS

In Search of Something New



86

FORD BLUE

Dakota's SIK7 is a Testament to all Things Ford



92

A RIDE ON THE TIDE

When Business Becomes Pleasure



102

BLUE HELL REDUX

Troy Hamilton Put a New Spin on This Older Build

tech

38 | RUSTED BUT NOT BUSTED, PART 10

Modernizing the Drivetrain With FiTech's Fuel Injection

72 | INVESTMENT PLAN

Creating a Solid Foundation on a '53 Chevy

80 | TAKING THE LOW ROAD

Crown Suspension's 1973-plus C-10/Blazer Lowering Kit

96 | JUST A BUMP UP FRONT

MaxTrac Suspension's 2015 Dodge Ram 1500 4WD Leveling Kit

112 | COSMETIC CAB SURGERY

Cindy Goes Under the Knife

events

52 | A RUN TO REMEMBER

The Inaugural Squarebody Syndicate Run to Brothers

54 | SUMMER KICK-OFF

The 17th Annual Brothers Truck Show & Shine

108 | RELAXIN' AT THE ROCK 2015

Good Times and Goodbyes

Street Trucks

October 2015, Volume 17, Number 10

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BY KEVIN AGUILAR IMAGE BY KEVIN WHIPPS

IT'S NOT JUST A SCENE, IT'S A LIFESTYLE

If you're reading this, I'm going to go out on a limb and guess that you're a big time truck enthusiast. I say that without certainty because I know some of you might not be sure how much you like custom trucks, and you've picked up the magazine to see what it's all about. For those not in the know, the scene can be summed up by saying that we enjoy looking at and learning about anything that has to do with modifying a stock pickup.

If you think about it, the whole custom truck thing is about expressing yourself in the form rolling automotive art. I think we can all agree that truck enthusiasts like to go against the grain by modifying what once was a run-of-the-mill product. We're telling the world that we march to the beat of a different drum, but make no mistake, just because we're different doesn't mean we're odd.

Because we do things a bit differently from most, we're able to project our individuality. Sometimes this expression makes us less than crowd favorites because a lot of normals frown upon customizers for making trucks (in their opinion) "useless." Instead of getting worked up about the naysayers, the better perspective is to see it as our time to shine and prove that you don't have to do what everyone else thinks you should. Like they say, there's more than one way to skin a cat, and there're definitely endless options on how to roll down the highway.

In that sense, we truck enthusiasts enjoy an alternative lifestyle. What we



“WHEN WE SEE A GOOD-LOOKING CUSTOM TRUCK ON THE ROAD, WE CAN ALL NOD OUR HEADS TO ACKNOWLEDGE THAT WE GET WHAT THE OTHER GUY IS TRYING TO ACCOMPLISH.”

do breaks the mold of what's expected from trucks. Think about it, you more than likely enjoy custom trucks because they shatter the rules governing what you're supposed to do with a vehicle designed to haul loads. Living an alternative lifestyle is a good thing. It means that you're wise enough to see things differently and are able to realize a vision and execute a master plan.

In a pleasant twist, the thing that makes us different also brings us together. When we see a good-looking custom truck on the road, we can all nod our heads to acknowledge that we get what the other guy is trying to accomplish. Since we have a sense of community, we can count on each other in times of need. When something bad happens, or someone is going

through a tough time, we all pull together to help our brothers and sisters, and that's as it should be.

Though we're not the majority, there are enough of us that we're not strange; we just look at things from a different perspective, and that can sometimes make outsiders a little nervous. Plus, it's always fun to stir things up, breaking from the norm and shining a new light on things is a good time. Watching the look on people's faces when they catch wind of what we do can be pretty entertaining. But it's all in fun and should always remain that way.

I hope this doesn't scare away anyone new, but instead shows you that here's an opportunity to be a part of something great. We've all been the new guys in the scene, and it doesn't take long to get acquainted with the ways of the custom truck lifestyle. I suggest that you maintain an open mind and don't be afraid to expand your horizons. **ST**

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2016 CHEVY SILVERADO AND 2016 GMC SIERRA **REVEALED**

Among all of the jaw-dropping rigs churned out this year, none of them have been growing in popularity as much as the Silverado. Better yet, with pickup sales up 32%, Chevy intends to do an aggressive redesign for the '16 Silverado, featuring a more muscular appearance, new horizontal front-end designs and sculpted hoods. Glancing at it, you can't help but think that it looks like the previous model on steroids. With an eight-speed automatic transmission and new customer-based technologies integrated into the truck, sounds like Chevy may have produced another lucky star. In fact, we can't wait to test drive it.

Across town, but still in Detroit, the GMC factory's ready to reveal the '16 GMC Sierra. With its bold, tough style as its main draw for purchase, the new truck features LED C-shaped signature daytime running lights



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and new front fascia and grilles for each trim level with new bumpers and LED taillights. GMC has big hopes for the big rig, pointing out that the Sierra has just finished its best year since June 2006. With this much momentum behind it, how can the Sierra not roll out a success?

The new Sierra will be available in the fourth quarter of this year, and the Silverado will be released

“WITH THIS MUCH MOMENTUM BEHIND IT, HOW CAN THE SIERRA NOT ROLL OUT A SUCCESS?”

sometime in the late fall. If you're considering purchasing a new truck this year, these two make a great lineup to choose from. The question is which one? Additional details and

information on the new models will be released in the coming months. Until then, our only judgment criteria is personal taste.

MEET THE STAFF

Throughout the past few months, you've probably noticed some new names in the bylines along with some old familiar ones. As we strive to bring you the best custom truck publication, we have opened the doors to find the best contributors across the entire nation. Since we've broadened our work force, we felt it was time to introduce some of the new guys and reintroduce some of the crew who have helped out on a long-term basis. Plus, we think it's always a good idea to put a name to a face. So with out further ado, we bring you...

Henry De Kuyper PHOTOGRAPHER

Henry De Kuyper first picked up a camera in 1975 to capture a class field trip to Los Angeles. Since then, his work has graced the front page of the *L.A. Times*, decorated dozens of magazines and includes a slew of celebrity profiles, such as Hulk Hogan, Bobby Rahal and anybody-who's-anybody in the tattoo world. A natural-born adventurer, Henry has visited Japan 15 times and is a self-proclaimed aficionado of air-cooled Volkswagens and precision long-range shooting. However, despite all that he's seen, Henry can't stop talking about his first love: a beige '80s Toyota pickup. (It must have been a looker.) He's talented; he's distinctive, and we look forward to feasting on all of the rides he'll capture in the issues to come. To check out more of his work, visit Dekuyperphoto.com.



THIS IS HENRY AS SEEN FROM GOOGLE MAPS.

John Mata Jr. WRITER/PHOTOGRAPHER

You might recognize him as the former editor of *Mini Truckin*, but these days John Mata Jr. is busy hunting and collecting '60s-era antiques. Having founded Citrus Coast Trading Company with his wife, Jessica Paige, the two now provide Orange County locals with mid-century goods and furniture. If anyone's ever been qualified for a gig like this, it's certainly John, who's obsession with '60s-era artifacts dates back to his father's C-10, Beat poetry he consumed at Cal State Fullerton, and of course, his obsession with 620 Datsun pickups. Having just sold his souped-up S-10, John's hoping that his next project will be an old four-door Dodge van, which he wants "to go crazy with." Only time will tell what he'll do to it, but in the meantime, we're happy to read about all the rigs he encounters in his day to day.



TERM OF THE MONTH

Channeling (Chan-l-ing): The process whereby a vehicle's body is lowered over the frame by cutting the floor and resealing it higher within the vehicle's body, resulting in an exaggerated lowered stance.

Owners of hot rods originally made channeling popular, but eventually the practice spread to the

truck world. In the past, channeling was the only method available for truck enthusiasts to achieve an extreme lowered look, which is why today channeling is referred to as a "traditional body drop." Of course, modern techniques,

such as stock-floor body drops and alterations to suspension, can achieve the same lowered stance without requiring the floor to be cut as drastically, allowing more head room and comfort for driving metal-scraping rides around town.



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Ford F-150. It also fits on the previous generation F-150

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The One That Almost Got Away

TEXT BY **MIKE ALEXANDER**

PHOTOS BY **SPOT THOMAS**



CHASING THE ULTIMATE VEHICLE ISN'T A NEW CONCEPT FOR CUSTOM TRUCK ENTHUSIASTS, ESPECIALLY THOSE FEATURED IN "STREET TRUCKS." Whether they're chasing a certain kind of truck loved from an early age or a truck seen in later years that became imprinted in memory, the hunt for that dream truck is part of the automotive love story. For Keith Stephens, the search for the ultimate truck came in stages, but ultimately it was this '68 C-10 pickup, aptly named "Tiffany," that was just too good to forget.

DON'T LET THIS C-10'S WEATHERED APPEARANCE FOOL YOU. THE TRUCK ACTUALLY HAS YOUNG BLOOD MOVING THROUGH ITS SYSTEM THANKS TO A BRAND-NEW 350-CI GM CRATE ENGINE AND NEW RUNNING GEAR.



Keith's love for second-generation C-10s started long before he laid eyes on Tiffany, and she certainly wasn't the first Action Line Chevy truck that made it into his personal collection. If you're an avid *Street Trucks* reader, you might remember another one of Keith's rides, a patina'd '67 SWB we featured on the cover of our May 2012 issue. But there's only one true love for him and it's this green patina'd '68 pickup that ended up capturing Keith's heart for good.

Though the classic pickup has been a part of his collection for some time, it was actually a good friend who lived in California who came across the



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TRUCK SPECS

OWNER

Keith Stephens
1968 Chevrolet C-10
Rowlett, TX

ENGINE

- 350-ci GM crate engine smoothed and painted Hugger Orange
- Crane 268 camshaft
- Water pump ground smooth
- Powermaster alternator
- Pro Cool radiator
- SPAL electric fan
- Porterbuilt motor mounts
- Edelbrock Performer intake manifold and 1406 carburetor
- C-50 air cleaner with speed holes
- Modified ceramic-coated Hooker headers
- Mandrel-bent and coated exhaust
- Magnaflow mufflers
- Modified script valve covers
- Billet Specialties V-Trac pulley system powder-coated black
- Custom metal hoses
- Boyd Welding fuel tank
- Phoenix Transmission Products TH-700R4

- Custom two-piece steel driveshaft with billet carrier bearing block

SUSPENSION/CHASSIS

- Porterbuilt Extreme front and rear kit
- Porterbuilt control arms
- Slam Specialties RE-7 airbags front
- Firestone 9,000 airbags rear
- KYB shocks
- CPP modular spindles
- Accuair air management system
- Wilwood disc brakes and master cylinder
- Mosier axles
- 3.73:1 rearend gears
- Performed by owner (Twisted Gear)

WHEELS & TIRES

- 20x8.5-inch and 22x10 Billet Specialties Vintec with polished finish
- 255/40R20 and 285/40R22 Toyo Proxes STII

BODY & PAINT

- Stock GM body, grille and bumpers
- Crafty B custom sandcast aluminum gas filler
- Modified rear inner fenders

- Bed-floor raised 10 inches
- Modified front inner fenders from Hill's Rod & Custom
- Ditzler Lacquer 503 Light Green paint
- Patina by Mother Nature

INTERIOR

- NOS 1961 Biscayne inserts and light green vinyl
- Trim Parts carpet
- Factory seats with new foam
- Classic Instruments gauges with G-stock faces
- Billet Specialties Outlaw steering wheel
- Vintage Air A/C
- Second Skin sound deadening material
- Upholstery by Andy Martin at RPL Customs

SPECIAL THANKS FROM THE OWNER: "I would like to thank the guys at PBFAB for all the help and killer parts. Roger Lynskey at RPL Customs for all the help and pushing me along when I started dragging my feet, and the good folks at AccuAir for making air management a breeze."

“HAVING ALWAYS LOVED THE BUILD PROCESS, KEITH OPTED TO **SELL HIS ALREADY-BUILT '67 C-10 IN ORDER TO BUILD THIS '68 INTO HIS DREAM RIDE.**”



PERFECTLY MATCHED TO THE TRUCK'S EXTERIOR COLOR, THE FRESHLY UPHOLSTERED INTERIOR MAKES FOR A COMFORTABLE, YET FUNCTIONAL DRIVING SPACE THAT MAKES EVERY PASSENGER FEEL AT HOME.



classic Chevy for sale and purchased it from the previous owner just two hours away from Keith's hometown. Keith offered to purchase the truck from his friend afterward and even offered to store the truck, but his friend ultimately had the truck shipped out to California before deciding he would rather have one of the many C-10s Keith had in Texas, in particular, a '71 SWB. The friends made a trade and Tiffany headed back to Texas.

Having always loved the build process, Keith opted to sell his already-built '67 C-10 in order to build this '68 into his dream ride. Though there was also a gorgeous red '68 up for a build, the green '68 won out and stepped up in line to get the full treatment. In the short time that followed, Keith sold his other three C-10s and started collecting parts to build Tiffany into the perfect truck. What was supposed to be a quick build so that he would have something to drive during the summer season quickly became a more in-depth project than anticipated,



PAINTED HUGGER ORANGE FOR A PERIOD-CORRECT VIBE, THE TRUCK'S NEW, SMOOTHED CRATE ENGINE GIVES THE CLASSIC TRUCK QUITE A PUNCH.

“SHE’S SURE TO PROVIDE KEITH WITH MANY, MANY **YEARS OF ENJOYMENT—IF HE DOESN’T TRADE OR SELL THIS ONE, TOO!**”



eliciting small details that many admirers might overlook.

From the stock GM body to the modified fenders and bed, Keith's C-10 is a priceless showpiece. Under the hood is a brand-new 350-ci crate engine, which gives the truck plenty of modern power despite her aged Ditzler Lacquer Light Green paint. This also includes all new running gear, a complete Porterbuilt air suspension system, disc brakes and Billet Specialties wheels wrapped in Toyo Proxes rubber. The truck's interior has also been upgraded and features new tan and light green upholstery, Classic Instruments G-face gauges and a Vintage Air A/C system.

Tiffany certainly wears her age well and with a new crate engine at her heart, she's sure to provide Keith with many, many years of enjoyment—if he doesn't trade or sell this one, too! **ST**

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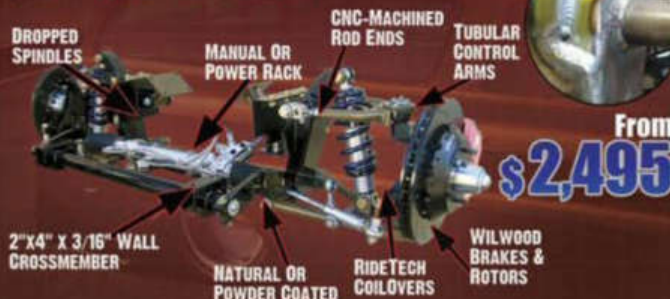


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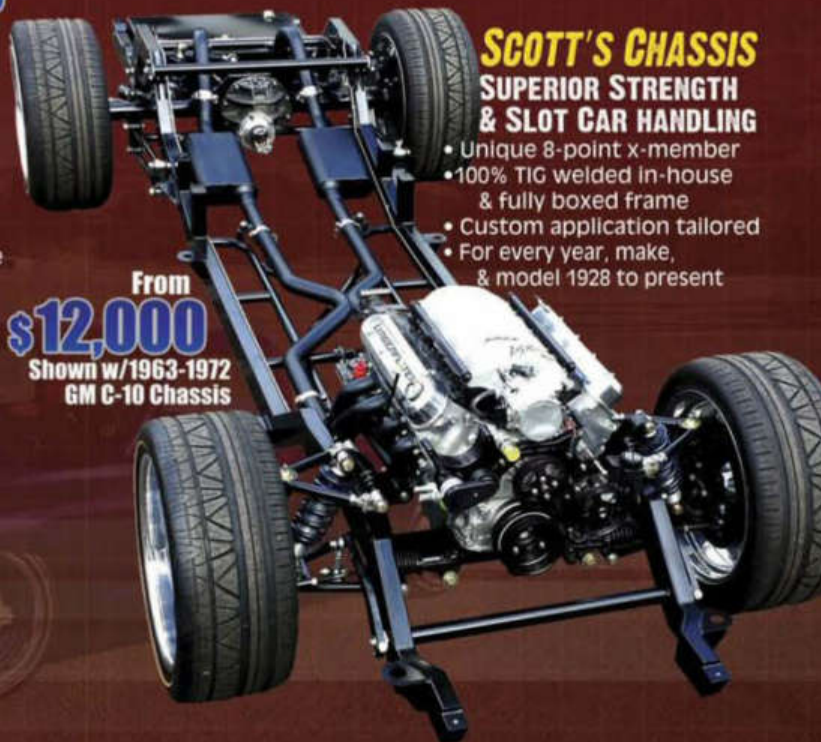
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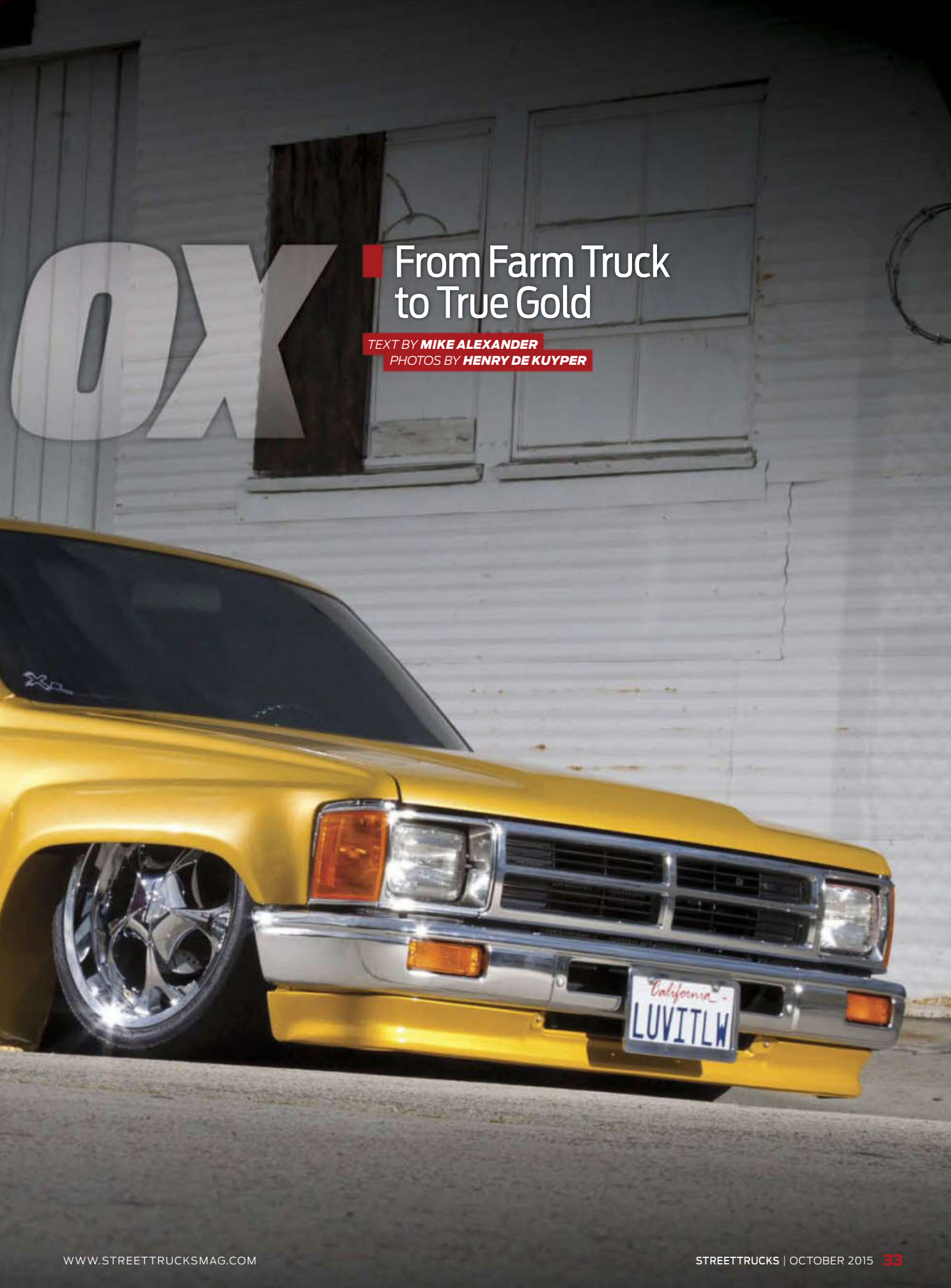
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GM C-10 Chassis

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From Farm Truck to True Gold

TEXT BY **MIKE ALEXANDER**

PHOTOS BY **HENRY DE KUYPER**



A PART OF THE XTREME LOWZ CREW, SMEYRES REPS THE MINI-TRUCKIN' SCENE PROUDLY.



FROM THE TRUE CREATIVITY AND INNOVATION THE MINI-TRUCKIN' SCENE HAS BROUGHT TO THE INDUSTRY THROUGHOUT THE PAST FEW DECADES TO THE SIGNIFICANT FAMILY-STYLE BOND THAT COMES FROM BEING IN THE SCENE EVEN TODAY, ONE THING IS CERTAIN: ONCE YOU'RE A MINI-TRUCKER, YOU'LL ALWAYS BE A MINI-TRUCKER. Nothing rings more true for Germain Smeyres, who you could say has been a customizer in his own right from a very young age. It was with that customization mindset and plenty of skills developed along the way that 36-year-old Smeyres decided to show off his roots through his ultimate mini-truck build in the form of this '86 Toyota pickup named Goldy Lox.

While this Toyota may look like a glorious show-and-shine ride now, it wasn't always that way. In fact, Smeyres picked up the truck for just \$300 back in the day after it had been used as a farm truck for a number of years by one of his shop clients. Once in his hands, the truck quickly changed roles. It was 'bagged', painted and crafted into a sweet shop truck for Smeyres' business. Unfortunately, he

TRUCK SPECS

OWNER

Germain Smeyres
1986 Toyota Pickup
Escondido, CA
Xtreme Lowz

ENGINE

- Toyota 22R four-cylinder
- 16-inch SPAL cooling fan
- K&N air intake
- Custom exhaust with Borla mufflers

SUSPENSION

- 2.5-inch body drop
- "Bagged all the way around
- Custom shock and "bag mounts
- Belltech drop spindles
- Custom cantilever 4-link
- Slotted and cross-drilled CNC front brakes
- Performed by owner

WHEELS & TIRES

- 18x8-inch Jesse James .44 mags in chrome finish
- 225/35/18 Toyo Proxes FZ4

BODY & PAINT

- 1988 Toyota 4Runner grille
- 1988 Toyota 4WD pickup front bumper and fenders
- Grant Kustoms roll pan and tailgate skin
- Custom bead-rolled inner bed floor panels
- Shaved/molded inner fenders and bodylines along the bed
- Shaved door handles, gas filler, windshield squirters, cowl, antenna, emblems and mirrors
- House of Kolor Solar Gold paint
- Bodywork performed by owner
- Paint performed by Joel "Gromit" Sadenwasser and Edward "Mooksta" Cruz of Extreme Audio and Kustoms

INTERIOR

- Buckskin leather/tan suede upholstery
- Chopped Chevy S-10 seats
- Smoothed and wrapped dashboard
- Budnik Trilogy steering wheel
- Chrome two-point, latch-style seat belts
- Alpine head unit
- Polk MOMO speakers
- Cooustic subs in custom blow-through box
- Phoenix Gold amps
- Accumat sound deadening material
- Upholstery by Ricky at North County Upholstery
- Alpine amplifiers

SPECIAL THANKS FROM THE OWNER: "My wife Athena and our family for letting me pretty much do what I want when it comes to my rides. My mom and dad for not getting on me for tearing into my first car before I was approved for financing. My crew XTREME Lowz, Marley Marvelous, Alex Anderson, Devaron Jeffery, Joel "Gromit" Sadenwasser, Adam Espinoza, Keith at All American Window Tinting, Dan Gilliland, Doug and HDS Auto Parts, Dave Marzano at CNC Brakes, Conrad James, Cody Williams, Ricky at North County Upholstery, Mike Alexander, Mark Bedney, JD Lusardi and mini-truckers worldwide for keeping the \$#!t I love alive and kicking."



ended up closing shop, but the truck stayed on as a continuous project.

After selling his completed Toyota Tacoma awhile back, Smeyres got even more serious about the neglected mini-truck build, adding custom touches all while continuing to use the truck as his daily driver.

“AFTER 10 YEARS OF OWNERSHIP, SMEYRES CAN NOW SAY THE LITTLE TOYOTA IS THE MINI-TRUCK HE’S ALWAYS ENVISIONED.”



ROLLING ON 18-INCH JESSE JAMES .44 MAGS WRAPPED IN TOYO PROXES FZ4, GOLDY LOX PROVES THE APPEAL OF THE CLASSIC MINI-TRUCK TUCK DONE RIGHT.



After 10 years of ownership, Smeyres can now say the little Toyota is the mini-truck he's always envisioned. One of the biggest modifications that makes this truck what it is today is the airride and body drop, which give it that infamous mini-truck stance. Thanks to airbags, custom "bag and shock mounts and a 2.5-inch body drop, Smeyres' Toyota lays flat on the ground, just the way Mother Nature intended. This gives the Jesse James .44 mag wheels and Toyo Proxes tires

a nice tucked stance, while maintaining the truck's overall drivability.

In addition to the super-slammed stance, Smeyres incorporated a few custom body mods to make the truck one-of-a-kind, including a front-end swap from a 1988 Toyota 4Runner with 4WD sheet metal and a Grant Kustoms tailgate skin. You won't find many bolt-ons here because Smeyres shaved everything from the hood squirters to the antenna.

Under the hood, Smeyres' Toyota sports the original four-cylinder 22R with a few upgrades, such as a K&N intake, 16-inch SPAL cooling fan and a custom exhaust complete with Borla mufflers.

Finished in House of Kolor Solar Gold with a buckskin leather/tan suede interior, the fittingly named Goldy Lox is all around the perfect cruiser, show-goer and classic mini-truck example, proving that it's still cool to mini-truck! **ST**



SIMPLE WITH JUST THE RIGHT AMOUNT OF CUSTOM DETAILS, THE INTERIOR OF SMEYRES' TRUCK IS CLEAN, CLASSIC AND FUNCTIONAL.





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If you picked up last month's issue, you would have seen a special story we ran about carburetors vs. fuel injection setups ["Carburetion vs. Electronic Fuel Injection," pg.64]. This story got us thinking about the setup on our project truck. The 383 SBC had a traditional carburetor to feed air and fuel to it. We had some issues with it at first, and we worked everything out and got it running well, but it became apparent that if we wanted to get optimum performance out of our small-block engine, we would have to tweak it every now and then depending on the climate.

Though die-hard racers and old school hot rodders swear by carburetion, we were looking for a more reliable setup that's easier to manage. EFI systems use an O₂ sensor along with an onboard computer to change tuning based on current conditions. This alleviates the need to swap out jets and other components and ensures the engine runs without any hiccups.

Since our truck is now a daily driver, we wanted to make it easier to start up and get on the road without hesitation. It used to be that if you wanted to switch to EFI, you had to adapt a lot of

Rusted but not Busted

PART 10

MODERNIZING THE DRIVETRAIN WITH FITECH'S FUEL INJECTION

parts and get a computer professionally tuned. Nowadays the market is flooded with plug-and-play conversion kits that have everything you need, including hand-held tuners. The only thing still holding some people back is the \$2,000-plus price point and the fact that you have to mount a computer on the firewall or under the dash.

However, things are about to change. A new company, FiTech, is poised to revolutionize options for fuel delivery. First of all, the FiTech Go-EFI kits simplify installations by centralizing the wiring

harness (four wires total), injectors and even the computer directly on the throttle body. The best part is that these systems start at only \$995 for the four-injector base model kits that are good for 600 hp. For \$1,195, the Power Adder will allow you to run a turbo or supercharger, while the \$1,495 Power Adder Plus eight-injector model will control an engine with up to 1,200 hp. There are even dual quad options for those who want to go with a wilder setup.

When it comes to fuel delivery systems, FiTech even has the right products here as well. If you're swapping from a carb setup, you will need to reconfigure the way fuel gets from the tank to the throttle body. FiTech makes an inline electric pump kit that has everything you need, including 20 feet of fuel line so you can use your carb-style tank. The easiest way to get fuel to the EFI system is with the Fuel Command Center. This external fuel sump allows you to get all of the fuel you need using a mechanical fuel pump and eliminating the need for a return line. This product will never lose suction and runs virtually silently compared to an inline electric pump.

The FiTech kits are so simple and inexpensive that the company doesn't compare them to other EFI products, but instead to traditional carburetors. In fact, the slogan for the company is "never buy a carburetor again." To see what all the fuss is about, we took our project truck down to FiTech's SoCal-based facility to install the system and put it to the test. Keep reading to see how it went down. **ST**

“THE FITECH GO-EFI KITS SIMPLIFY INSTALLATIONS BY CENTRALIZING THE WIRING HARNESS (FOUR WIRES TOTAL), INJECTORS AND EVEN THE COMPUTER DIRECTLY ON THE THROTTLE BODY.”

SOURCES

- **BluePrint Engines**
800.483.4263
Blueprintengines.com
- **FiTech**
951.340.2624
Fitechefi.com
- **Rick's Tanks**
915.760.4388
Rickstanks.com



THE THROTTLE BODY



01 This is what the FiTech GO-EFI Power Adder kit looks like. The only difference between the base model and the higher end versions are additional injectors and capabilities. This system is really simple, there isn't a whole mess of parts to install and there are only four wires coming out of it.

02 We started by disconnecting the battery and fuel lines. The transmission TV cable and throttle cable were disconnected before the carburetor was removed.



03 Since our BluePrint Engines 383 SBC produces 450 hp, we opted to go with the Go EFI 4 Power Adder. This affords us the option of adding nitrous and even forced induction later. After the gasket was placed on the intake, the throttle body, along with our cable bracket, was bolted in place.

04 The throttle and transmission TV cable were installed, along with the return springs.



05 Wire harness "A" was plugged in using the six-pin connector. As you can see, all of the wires are clearly labeled near the connector to eliminate confusion.



06 You will need to tap into the tach signal on the distributor. We also got the ignition switch off of the distributor, as well.



07 Instead of running the power wire all the way to the battery, we soldered a connector and attached it to the positive terminal on the alternator.



09 The included coolant temperature sensor must be plugged in to the intake manifold or the cylinder head. Because all of the ports on the intake were already being used, we placed the sensor on the head and plugged in the corresponding wire.



08 These wires for the handheld controller were fed through the firewall to the dash.



10 The throttle body also has vacuum ports for accessories like a brake booster. At this point we attached hoses for PCV valve and distributor vacuum advance.

FUEL DELIVERY

11 FiTech has two different options for fuel delivery that are sold separately from the EFI kits. We decided to go with the frame mount inline fuel delivery kit in order to keep the engine compartment simple. The kit comes with 255 L/PH inline external pump, 20 feet of fuel line, pre-filter, post filter and all of the necessary fittings. If you are running this pump, you will need to prime the system before starting it. It's also suggested that you never run the system with less than a quarter tank of fuel since air sucked into the pump can cause failure.



12 In order to run the new lines to our Rick's stainless carbureted tank, we emptied the gas and dropped the tank.



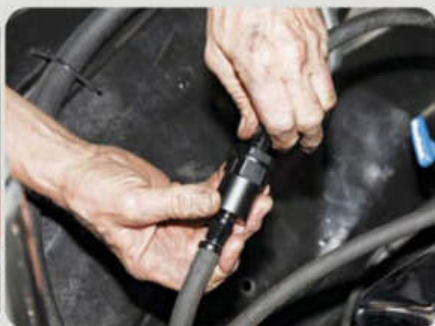
13 To ensure the pump functions properly, it must be mounted as close to the tank as possible. The fuel lines were connected and the pre-filter was mounted before the pump. The orange positive wire from the throttle body was run to the pump to power it. A spot on the cross member was sanded down to bare steel, and the ground connection was secured to it.



14 The return fuel line was connected to the designated port on the throttle body and run all the way back to the tank.



15 To prevent debris from entering the throttle body, the post-filter should be mounted as close as possible to it. Here, the fittings were attached to it and the hoses were pushed on.



16 The FiTech throttle body has three different fuel inlet port options. We chose this forward port because the fuel line was routed on this side of the engine compartment.



17 Since the truck now has an electric pump, the engine-mounted mechanical pump was removed and a block-off plate was attached in its absence.



18 Because we used the breather fitting on the tank for the return line, we needed a new way for the tank to breathe. Drilling a hole on the under side of the filler neck was the best solution.

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➤ ADDING THE O2 SENSOR



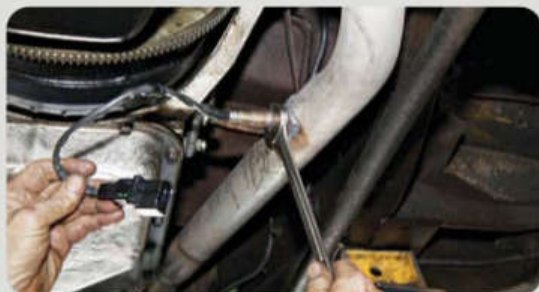
19 The wide-band O₂ sensor must be mounted on the exhaust to supply readings to the EFI computer. The best place is 2-4 inches behind the collector, at least 18 inches from the tip and at 10 degrees above horizontal to allow condensation to run off. With the bend in our exhaust, this was the best place to mount it. A step drill was used to make the correct size hole.



20 FiTech makes mounting the sensor easy. The provided plate can be attached with the included clamps.



21 For an added sense of security, we tack welded them, removed the clamps and completely welded all edges to the exhaust.



22 The O₂ sensor was threaded on, and then the wire was fed to it and connected.

➤ THE HANDHELD CONTROLLER



23 The GO-EFI kit is plug-and-play. All you have to do is supply fuel, set up the sensors and power it up. The system is self-learning and should start up immediately without any tuning. However, FiTech does include a handheld controller to give you the added ability to monitor and tweak settings if you choose to.



24 As you can see, the dashboard screen will tell you everything that's going on with the EFI system.



25 You can select up to four different readings to view on the large screen.



26 You can even adjust the air/fuel ratios on the fly for optimum performance.

ELECTRIC FAN CONTROL



27 The great thing about the Power Adder system is that you can control up to two electric fans. You will need to add a relay to wire up the second fan correctly.



28 Here's the mess of wires we were able to eliminate by controlling the fan with the EFI system.



29 The controller will let you adjust when the fans turn on and off. You can monitor everything on the dashboard screen.

WRAPPING IT UP

30 To finish, an air cleaner and mounting stud must be added on top of the throttle body. Afterward, we were able to start the truck without hesitation. We test drove the truck on the street, and in the time it took for us to pass a few intersections, the system had self-adjusted. This EFI conversion completely opened up our truck's performance. Later, we did a few pulls on the dyno for fun. Since the installation, we've been driving with this system on a daily basis and not only is it reliable, but it also made our truck more responsive when we mash the go pedal.



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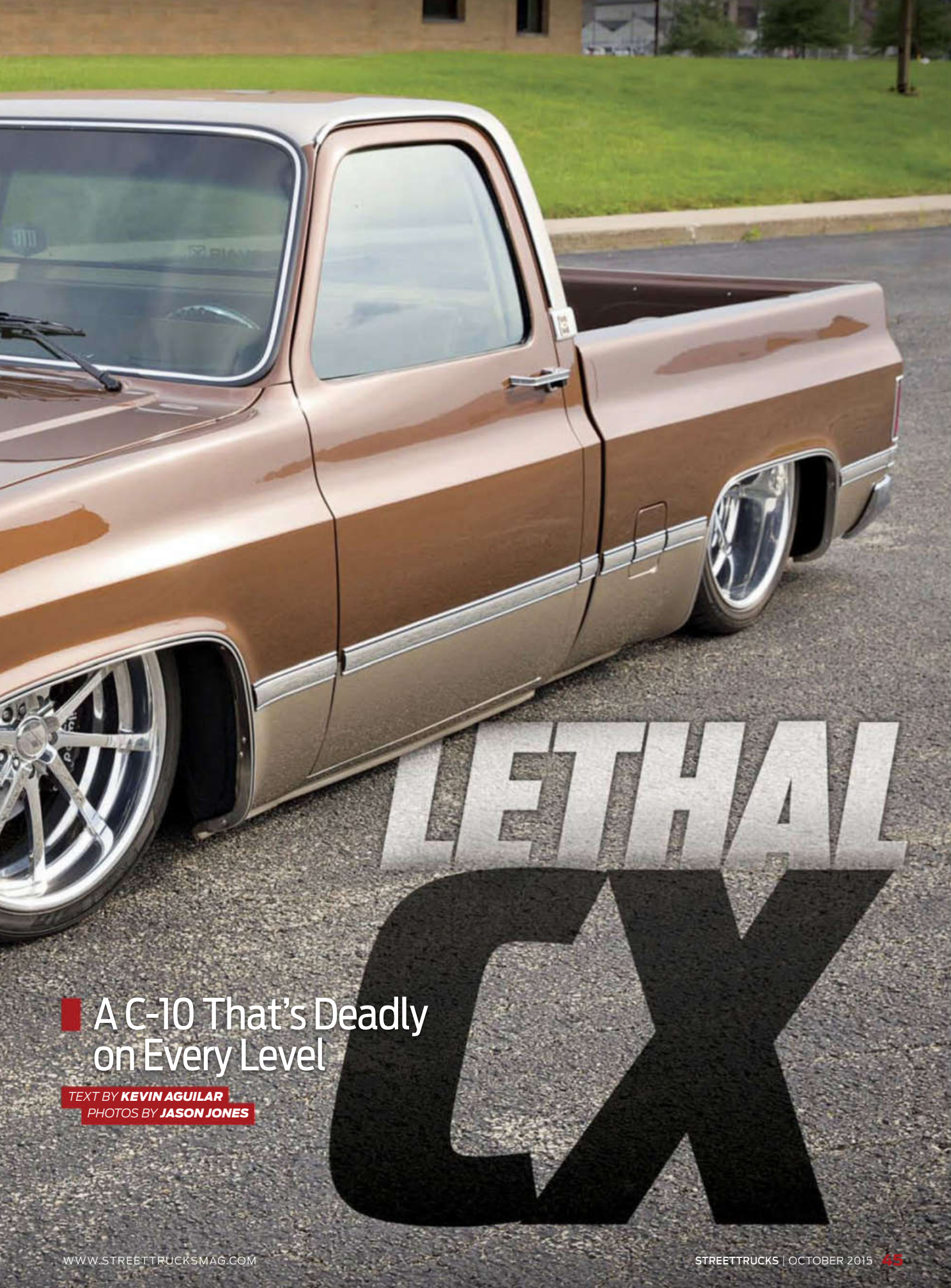
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LETHAL

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■ A C-10 That's Deadly on Every Level

TEXT BY **KEVIN AGUILAR**

PHOTOS BY **JASON JONES**



FROM THE OUTSIDE, YOU'D THINK THIS WAS JUST A SUPER CLEAN SLAMMED TRUCK. If that's the case, you're definitely wrong. Masked in an unassuming, yet extremely sanitary exterior, Jeff Volker's '83 Chevy C-10 strikes you when you least expect it. One peek under the hood will leave you in a state of shock because it contains a deadly dose of poison served on a silver platter. Believe us, you don't want to challenge this beast.



As you might have guessed, Jeff is no newcomer to creating wicked trucks. He's been into the custom scene for more than two decades, and by the looks of it, he's not slowing down. Jeff started his auto body career when he took a class in high school that led him to customize an '84 GMC Jimmy. He took the SUV to a shop to have some work done where it sat for a long time. After a while Jeff decided he would work on it himself right there in the shop. Eventually, Jeff ended

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“HE’S BEEN INTO THE CUSTOM SCENE FOR MORE THAN TWO DECADES, AND BY THE LOOKS OF IT, HE’S NOT SLOWING DOWN.”

TRUCK SPECS

OWNER

Jeff Volker
Volker's Autobody
1983 Chevrolet C-10
Youngwood, PA

ENGINE

- Builder: Sam Phillabaum Performance
- 2010 GM 418-ci LS-3 engine with LS-1 computer
- Engine tuned by Jake Bauer of Domin8 Tuning
- Coil packs mounted behind wheel splashguards
- Eagle 4.0-stroked crankshaft and rods
- Mahle pistons
- LS-7 camshaft
- LS-6 oil pump
- West Coast aluminum cylinder heads
- Comp Cams lifters, pushrods, roller rockers, springs and guides
- Powermaster alternator
- Be Cool radiator
- Custom radiator hoses
- Flex-a-lite electric fans
- Whipple 2.9L supercharger
- Holley 92mm throttle body
- Intake integrated into the radiator cover
- Aeromotive Dual Phantom fuel system
- Classic Performance Products aluminum rear mounted gas tank
- Concept One serpentine system
- Granatelli Motor Sports valve covers
- Kooks headers
- 3-inch mandrel bent stainless steel exhaust with Flowmaster 50 series mufflers
- American Autowire wire harness
- Performabuilt level 3 4L60E transmission
- 3,600-stall FTI billet torque converter
- Dynotech 3.5-inch aluminum driveshaft
- GM 12-bolt rearend with Ford bearing ends and narrowed a total of 5 inches
- Moser axles and 4.11:1 gears

SUSPENSION

- Builder: Josh Hart of Hart Fab
- Frame boxed and shaved
- Custom frame stiffener
- Porterbuilt front and rear Extreme Dropmembers
- Classic Performance Products modular drop spindles
- Firestone double convoluted 'bags up front and sleeve 'bags in the rear
- Ridetech HQ single adjustable shocks
- Wilwood 14-inch disc brakes on all four corners with six-piston calipers up front and four-piston calipers in the rear
- Wilwood under-dash master cylinder with reservoirs mounted under cowl
- Accuair E-Level controller and air management system
- Air lines and wires routed through frame



up landing a job at the shop, and now he has one of his own, Volker's Autobody.

The GMC Jimmy turned out nice enough to be featured in the December 2000 issue of *Street Trucks*. After showing the Jimmy for a while, Jeff performed a frame up build of a '63 Cadillac, and then took some time off from building vehicles for himself. After selling the Caddy, Jeff knew

SINCE THE GAS TANK WAS MOVED TO THE REAR OF THE FRAME, THE SPACE BEHIND THE SEAT WAS USED TO HOUSE A CUSTOM SOUND SYSTEM.



he wanted to get back into the swing of things with another truck. Growing up, his father always had Chevy trucks and Jeff's favorite body style was the third generation C-10.

To get the ball rolling, Jeff purchased this '83 square-body C-10 from a friend. The plan was to have the truck laid out on big wheels and power it with a tricked-out LS engine. All he wanted to do was make a simple, yet cool truck to cruise.

However, being a truck guy, it was only a matter of time before the project snowballed into a full build. Of course, running an auto body shop and having the means to truly transform a vehicle also helped move this project forward.

Starting with the stance, Josh Hart of Hart Fab set

THE CROWN JEWEL OF THIS TRUCK IS THE 418-CI LS-3 ENGINE EQUIPPED WITH A WHIPPLE SUPERCHARGER. IT'S SHOWCASED IN A ONE-OF-A-KIND ENGINE COMPARTMENT FABRICATED BY JOSH HART OF HART FAB.

up the chassis to completely lay the frame rails on the ground. Installing Porterbuilt extreme front and rear Dropmember kits with Classic Performance Products spindles did the trick. The chassis uses a pair of Firestone double convoluted 'bags up front and sleeve 'bags in the rear. When the airbags are filled with air, the truck goes up for driving and when the air is let out, it sits flat on the pavement. A set of Ridetech HQ single adjustable shocks ensures a smooth ride, while a set 14-inch Wilwood disc brakes on all four corners

“ALTHOUGH THE TRUCK IS A LITTLE UNASSUMING ON THE OUTSIDE, TAKE A PEEK UNDER THE HOOD OR INSIDE, AND YOU’LL BE SURPRISED TO SEE THAT THERE IS MORE TO IT THAN FIRST MEETS THE EYE.”



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TRUCK SPECS

WHEELS & TIRES

- 22x8.5 and 22x10 Billet Specialties Turbine wheels
- 255/35R22 and 285/35R22 Falken FK452

BODY & PAINT

- Builders: Volker's Autobody/Josh Hart of Hart Fab
- PPG Envirobase Ford Golden Bronze and Pale Adobe
- Full custom engine compartment with shaved firewall
- Hood raised 1/2 inch on front and center peak raised to clear supercharger
- 1987 C-10 grille
- Hitech LED turn signals flush mounted in headlights
- Bumpers shaved, narrowed, chromed and mounted closer to body
- One Piece side windows
- Bead rolled sheet metal bed floor with custom wheel tubs and notch cover
- U-Pol spray-on bedliner
- Mac's Custom tie downs
- Shaved emblems, wiper cowl, key holes, stake pockets, roof seams, cab seams and mirrors
- Blazer rear trim flush mounted on tailgate
- Battery kill switch and jump terminals mounted behind passenger side gas door and Viair air gauge and Schrader valve behind the driver's side
- Lucky Stripe Design pinstriping

INTERIOR

- Builder: Josh Meehan and Doug Fee of Trick Labs
- Factory bench seat reshaped and covered in Reliccate leather
- Custom headliner with trim, dome light and Garmin navigation
- Cut pile carpet
- Dash wrapped in leather
- Door panels dyed to match upholstery
- Dakota Digital VHX gauges
- Ididit steering column
- Billet Specialties Boost steering wheel
- Vintage Air AC
- Kenwood PXiBT50.2 controller
- JL Audio ZR650CSI 6.5 two-way component speakers, 13TW5-3 13.5-inch shallow subwoofer and XD1000 amplifier
- Custom audio box mounted behind seat
- Dynamat sound deadening material
- Optima battery

SPECIAL THANKS FROM THE OWNER: "Josh Hart who took this truck to the next level. It takes a special skill to do what he did. Without him, it wouldn't be half the truck it is today."



brings it to a halt. This was all set up to work with a set of 22-inch Billet Specialties Turbine wheels wrapped in Falken rubber.

Originally, Jeff had a line on an LS-1 engine with a supercharger to increase the horsepower ratings. The deal fell through, but eventually, Jeff's engine builder, Sam Phillabaum, told him that he had an LS-3 block, so he built it for the truck. Jeff sold everything he'd collected for the LS-1 and purchased a Whipple supercharger to force more air down the intake and boost the engine's output. The engine is also equipped with Ganatelli Motor Sports valve covers and a Concept One serpentine kit.

LIKE THE REST OF THIS TRUCK, THE BILLET SPECIALTIES TURBINE WHEELS ARE SUBTLE AND CLEAN.

Transferring raw power from the crank is a Performabuilt level 3 4L60E transmission with 3,600-stall FTI Performance billet torque convertor. From there, a Dynotech 3.5-inch-diameter aluminum driveshaft delivers rotational force to a GM 12-bolt rearend that was narrowed a total of 5 inches. The rearend features 4.10:1 ring-and-





pinion gearing to help distribute power to the wheels. With this setup, Jeff's truck is able to push 700 whp at the wheels, making it a real street demon.

As for the beauty side of this square-body, Jeff took the body down to bare metal removing decades of old paint via sandblasting. From there, Jeff discovered that the rockers and cab corners were rusted, so he fixed these areas with replacement panels. A few things like the emblems, wiper cowl and mirrors were shaved, while a rear trim piece for a Blazer was made to fit flush with the rear of the truck. Inside, the bed was built with bead-rolled sheet metal and new wheel tubs and a notch cover, as well as Mac's Custom tie downs.

Jeff spent some extra time on the body and added a few touches to make it look completely smooth. The bumpers were shaved and tucked closer to the body. The hood was raised a ½ inch on the front and the peak was also raised to clear the supercharger. Other styling cues that help the appearance of the exterior is the '87 C-10 grille and One Piece Products side glass. Then Josh was able to create a one-of-a-kind engine compartment to showcase the engine as if it were a piece of fine jewelry. Topping it off, Jeff wanted to paint the truck in colors that were eye-catching, yet looked like they came from the factory. He chose Ford Golden Bronze and Pale Adobe mixed from PPG Envirobase paint.

“JEFF VOLKER HAS REALLY STEPPED IT UP WITH THIS BUILD, AND THE TRUCK IS DEFINITELY ONE TO REMEMBER.”



THE AIRBAGGED CHASSIS IS CONTROLLED BY AN ACCUAIR E-LEVEL CONTROLLER MOUNTED IN WHAT USED TO BE THE ASHTRAY ON THE DASH.

On the inside, things were kept simple. Trick Labs reupholstered the stock components, starting with the stock bench seat, which was reshaped and covered in Relicate leather. The leather-covered dash holds a set of Dakota Digital VHX gauges and ididit steering column with Billet Specialties wheel. Above it all is a custom headliner with a center trim with dome light and Garmin navigation system added. Other features include dyed-to-match door panels and Vintage Air A/C to keep everyone cool on hot days. Topping it off is a full custom sound system that features JL Audio components controlled by a Kenwood PXiBT50.2 controller.

Although the truck is a little unassuming on the outside, take a peek under the hood or inside, and you'll be surprised to see that there is more to it than first meets the eye. Jeff Volker has really stepped it up with this build, and the truck is definitely one to remember. **ST**

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A RUN TO REMEMBER

Had you told me that one of the more enjoyable moments of my weekend would be sitting at an abandoned gas station eating turkey sausage made on a tailgate grill, I would've told you that stabbing out my eyes with a 1973 GM seatbelt clasp would've been better, but man, was I wrong.

The call came a few weeks earlier. Joe Yezzi, of Squarebody Syndicate fame (featured in the summer 2015 *C-10 Builder's Guide*), wanted to do something fun for the Brother's show held on June 28, 2015. As a former Harley guy, he remembered these runs that they would take where they'd hit the road on their bikes and cruise out to an event. As he told me at the time, "The ride was the best part." Remembering back to my times going to truck runs in Parker, Arizona, I agreed.

So Joe hatched a plan to do an event of his own. It was to be called the Squarebody Syndicate Run to Brothers 2015, and, if it was successful, it could become an annual thing. The word went out on Instagram, and soon people started making plans to head to Arizona.

THE INAUGURAL SQUAREBODY SYNDICATE RUN TO BROTHERS

TEXT AND PHOTOS BY KEVIN WHIPPS





RIGHT: JOEY "BROEY" CARBERRY (LEFT) AND RONNIE WATCH FROM C10 TALK/C10 NATION WHILE ENJOYING A CIGAR.



Some C-10 celebrities were in attendance: Ronnie from C10 Talk/C10 Nation; Dino and Dino Jr. from Dino's Chevy Only; Sam Castronova, one of the local patina kings; Joe Yezzi, of course, and the two Robs, Yezzi and Beasley. There were lots of other people there, including Ruben Salazar, who made the trip from Houston with his family, and Randall Robertson from RTech Fabrications, who flew in with his son from Washington. There were more on hand also, which made it a great group overall.

The trip was meticulously planned, as is to be expected when the guy doing the strategizing has the adjective "clean" often attached to his last name. There were frequent planned stops to build camaraderie and to get gas, plus to account for breakdowns, of which there were none. The weather was amazing for the first leg of the trip, staying in the 90s most of the way there.

Our third (or maybe fourth, there were a lot) stop was at an abandoned gas station off the Edge Mountain Road exit on Ragsdale road, just outside of Desert Center. There, Ronnie and Sam, who had both skipped the previous stop, were parked, tailgate down, cooking turkey sausages with roasted peppers.

Soak that in for a minute.

Now I, the guy with the delicate stomach, originally passed on the

“THE PACK OF US—15-20 OR SO, GIVE OR TAKE—ATE, SMOKED CIGARS AND TRADED SWAG. IT WAS AN EPIC STOP, AND ONE THAT MADE THE TRIP FOR ME.”

sausages for fear that my next stop would be a bad one. But I finally gave in, and after my second sausage, I decided that Sam was the best tailgater I had ever met, and should he ever need a kidney, I would strongly consider giving him one of mine. The pack of us—15-20 or so, give or take—ate, smoked cigars and traded swag. It was an epic stop, and one that made the trip for me.

The rest of the ride was fairly uneventful. Joey and his blue square had a spark plug issue that was later resolved on the ride home. Joe's truck, Green Beans, wouldn't start at one of

the gas stations, but a quick jump got him going again. The rest of the night was spent at the Holiday Inn just outside of the show. What happened there should probably stay there, as lots of adult beverages were consumed and questionable decisions were made. But it was, by far, one of the best times I've had on a trip, and one I'd love to do again.

Fortunately, I'll have that chance. After this year's success, Joe's informed me that we'll be doing it again in 2016. For more information, hit him up on Instagram @squarebodysyndicate, or visit Squarebodysyndicate.com. **ST**

ROB YEZZI'S TRUCK, NICKNAMED YAMS, HELD A GOOD PORTION OF THE SQUAREBODY SYNDICATE SWAG FOR THE TRIP IN HIS AWESOME PERIOD-CORRECT CAMPER.



THAT'S RONNIE'S ARM SLUNG ACROSS THE BENCH SEAT IN SAM'S TRUCK. RONNIE IS COMFORTABLE ANYWHERE.



SERIOUSLY, THESE TURKEY SAUSAGES WERE AMAZING.



SUMMER KICK-OFF

THE 17TH ANNUAL BROTHERS TRUCK SHOW & SHINE

TEXT BY **KEVIN WHIPPS**

PHOTOS BY **KEVIN AGUILAR** AND **KEVIN WHIPPS**



THE 1947-55 CROWD WAS OUT IN FORCE, INCLUDING THESE THREE EXAMPLES.



ABOVE: DEL FROM DELMO'S SPEED & KUSTOM AND DINO FROM DINO'S CHEVY ONLY WERE ON HAND. SOMETHING TELLS ME THAT DEL DOESN'T USUALLY LOOK SO FLAT, THOUGH.

ABOVE RIGHT: THIS AMAZING TRUCK BUILT BY DEVIOUS CUSTOMS SPORTED A FRONT BUMPER FROM A 1967-72 C-10 THAT WAS FLIPPED AND NARROWED.



Throughout the years, I've been to quite a few truck shows, but never to Brothers. I'm not sure exactly why, but when the call came to cover the event for *Street Trucks*, I was all over it. Who wouldn't want to escape the Arizona heat in late June for the Southern California weather?

For the uninitiated, the Brothers show is held by Brothers Truck Parts, which sells parts for 1947-87 Chevy and GMC trucks. The crew has been putting on the show for 17 years, and it's grown consistently, but what makes Brothers the show for you to attend is not only the killer trucks everywhere, it's the location and tradition.

Before the show, quite a few entrants get together and do a cruise down the freeway. The resulting traffic jam is awesome for everyone, and likely all of you saw it on social media the weekend of the show. Once every entrant gets to the event, they have to turn right to head away from the show, instead of just pulling right up; otherwise, they'd back up the exit, causing a huge snarl on the 91, and nobody wants that. As a result, all of the trucks end up on a side road just outside of the Canyon RV Park in Anaheim.

So here's the interesting part: that side road is actually a bridge, and that bridge goes over the RV park. Although you can't look up from the park and see trucks, they can certainly look over the edge and see you, which is pretty cool. Once you roll past the guard gate, you're in this forest plunked right in the middle of L.A.—it's the most surreal thing to go from desert to forest—but there you are, taking it all in. All of the trucks are parked around the campgrounds, and between the cooler weather and the shade, it's a pretty good time. This year it got a bit hotter in the afternoon, but otherwise, it was perfect.

This past June was my first Brothers show, but I'm sure it won't be the last. It's a fun, family-friendly atmosphere that's just a blast to attend, and worth the drive from Arizona. In fact, I dare say that it's worth a special trip out from farther east. **ST**

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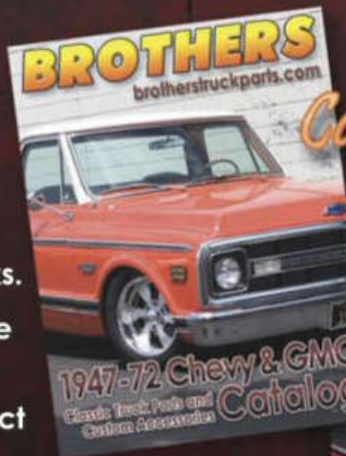
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TOM BROOKS CAN APPRECIATE A CLEAN TRUCK WITH AN IMMACULATE PAINTED FINISH, BUT HIS REAL PASSION IS PATINA—THE RUSTIER THE BETTER, ACTUALLY. In the past, he's owned and built some pretty sweet rides: a '48 Chevy pickup, a '39 Ford sedan and a '48 GMC Suburban, but for his next project, he was looking to step outside the realm of what's been done and what's been seen over and again.

Finding just what he was looking for near his hometown in Kentucky left Tom's selection of prospects rather limited. Instead of giving up and buying something else for the sake of buying it, he broadened his search and began a tireless sweep of cities and states beyond his home base. Unfortunately, trying to find the right truck within his network of friends didn't pan out like he was hoping. Nobody had the specific make/model he was scouting. Actually, Tom didn't even have a specific truck in mind, all he knew was that it had to be different and it had to stand out from the crowd. Simply put, he'd know the right one when he saw it.



**BLOOD, SWEAT
& GEARS**



THE OLD Iron Crew

TEXT BY **JOHN MATA JR.**

PHOTOS BY **BRANDON BURRELL**

■ In Search of Something New

BLOOD, SWEAT & GEARS

THE FACTORY BENCH SEATING HAS BEEN RECOVERED IN SIMPLE TWO-TONE GRAY VINYL. AFTERMARKET GAUGES AND HEAD UNIT HAVE BEEN STUFFED INTO THE STOCK DASHBOARD.

Tom ultimately resorted to conducting a cold search online for a truck. He figured even if he found the truck he wanted in another state, he could try to get the best deal possible and spend the rest of his budget getting it shipped to Kentucky. Ebay brought up some decent results, but sometimes those last-second bidding wars pushed the price higher than some of the sight-unseen trucks were worth. At the very least, the auctions were good sources of info and reference material. Tom was going to have to start digging deeper into the world of used car classifieds in order to uncover what he was after. For anyone on the hunt for bargains, Craigslist is a godsend, and with the use of phone apps, scanning through listings in cities around the country is as simple as pointing at a map. Tom ended up finding the exact truck he wanted after a few weeks of sifting through listings, but tracking it down was only half the battle. Now he had to figure out the logistics of getting his hands on the sweet '64 International Travelette crew cab he had spotted in Arizona.



“TOM CHATTED THE GUY UP A BIT AND ENDED UP MAKING HIM AN OFFER HE WASN'T GOING TO TURN DOWN. TOM HAD HIS TRUCK—FINALLY.”

The difficult part wasn't overcoming the 1,500-mile distance that stood between Tom and the sweet truck he had his eyes on. Shopping around for shipping quotes could easily bring the truck to his doorstep in a matter of a few days. The hard part was working out a square deal to change the name on the International's ownership paperwork. Tom put in a few weeks worth of haggling and convincing only to end up being disappointed. The seller wasn't going to meet Tom anywhere near his offer price. That's how it goes; it was just another sad story of a guy not getting what he wants. Or was it? Months went by after that deal fell



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noun \ 'bench- märk **1. a standard or point of reference against which things may be compared or assessed.**

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KEVIN "TACO" GEARY OF LOUISVILLE, KY IS RESPONSIBLE FOR SALVAGING THE LETTERING THAT ONLY PARTIALLY EXISTED ON THE TRUCK WHEN IT WAS SHIPPED TO TOM.

TRUCK SPECS

OWNER

Tom Brooks
1964 International Travellette
crew cab pickup
Brooks, KY

ENGINE

- '80s Chevy 454-ci eight-cylinder
- Custom aluminum radiator
- Turbo 400 transmission with Gear Vendors over/under drive

SUSPENSION

- C-10 front clip
- 2x4 box tube rear frame clip
- 2000 Ford Explorer limited slip rearend
- Custom axles redrilled for a 5.5-inch bolt circle
- CPP 2-inch drop spindles
- American Cobbler wishbone 4-link rear
- Air Lift 2600 'bags (front), 2500 (rear)
- CCE air ride kit
- Two Viar 480 compressor
- Eight SMC valves
- AVS switchbox
- 5-gallon tank
- Front CPP 13-inch rotors with dual-piston calipers
- Stock factory Explorer disc brakes
- Performed by Todd Wilt of WiltBilt

WHEELS & TIRES

- 20x8.5 and 22x11 American Racing Nova
- 255/35R20 & 295/35R22 Ohtsu FP8000 tires

BODY & PAINT

- Original factory paint with natural Arizona patina
- Stock hood, fenders and grille shell
- Custom wheel tubs in bed
- Pinstriping and lettering by Kevin "Taco" Geary from Louisville, KY

INTERIOR

- Stock dashboard with aftermarket gauges
- Original front and rear bench seats rewrapped in two-tone gray vinyl
- Grant steering wheel
- Factory headliner and door panels

SPECIAL THANKS FROM THE OWNER: "Thank you to everyone who played a part in this build: my sponsors Old Iron Garage, TWD/Rusty Rooster, Cool Cars/CCE, American Racing, T-Shirt Chris, Metal Supermarkets, WiltBilt, Bowes Speed and American Cobbler."



through, but Tom kept searching for his truck, still not settling for less than exactly what he wanted. While flipping through Craigslist ads in Colorado, something strangely familiar appeared on Tom's screen. It looked to be the very same International that he'd been trying to wrangle in Arizona, but did it really cross state lines and end up being put back on the chopping block in a matter of months?

Apparently, the truck did sell, and the guy who bought it wasn't really looking to keep it for the long haul. Tom chatted the guy up a bit and ended up making him an offer he wasn't going to turn down. Tom had his truck—finally.

When the International arrived in Kentucky, Tom had his good friend, Todd Wilt, give the truck a good once over. Tom has pulled the trigger on a few lemons in his time, and Todd

usually tries to be there to inspect his purchases before any money is exchanged. Since this purchase was from out of state, the guys were both in the dark about the truck's true condition and possible pitfalls. Other than the truck having to adjust to the below-freezing climate when it arrived in Kentucky,

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it was in decent running condition. The guys were ultimately looking to lower the International, and quickly noticed some red flags upon closer examination of the existing suspension setup. According to Todd, "Someone had set the truck up to haul. It had a mid-'80s ¾-ton front clip and rear suspension. The work wasn't great, and we actually found that the rear frame was cracking in a few places. We were wanting to work on the suspension setup anyway, so this just gave us even more of a reason to do it all over and do it right."

The first thing to go was the ¾-ton clip, which was replaced with a ½-ton C-10 clip complete with a CPP big brake kit as well as fresh drop spindles and Air Lift 'bags. The entire rear was cut out a foot back from the cab, and a new back-half made from 2x4 stock was fabricated to lay the truck out without worries of causing further frame damage. The guys couldn't find any eight-lug wheel styles that they fell in love with, so they simply converted the hubs over to

THE MID-'80S CHEVY 454-CI PICKUP ENGINE PROPELS THE INTERNATIONAL TO SHOWS AS WELL AS AROUND TOWN WHILE IT'S ON THE CLOCK.

TODD WILT OF WILTBILT RAISED THE BED FLOOR 6 INCHES AND RECONSTRUCTED THE TUBS FOR THE RIGHT AMOUNT OF WHEEL TRAVEL WHEN LAID OUT.

a five-lug pattern and selected a set of 20/22-inch American Racing Nova wheels that they felt fit the truck's existing style. The rebuilding process was completed in just over three months, and since the truck wasn't going to see any major additions in the form of a shiny paint job or an unnecessarily huge stereo system, their focus was appropriately directed to where the truck desperately needed it.

Even though Tom's International was massaged back to health and has attended its fair share of show-'n'-shines, it hardly leads the pampered lifestyle of the average feature truck. More often than not, the bed is filled with scrap materials and other items related to Tom's recycling business. The truck is usually parked outside the gates and serves as an invaluable piece of advertising. The amount of attention it attracts is incredible no matter where it happens to be or what it's hauling around

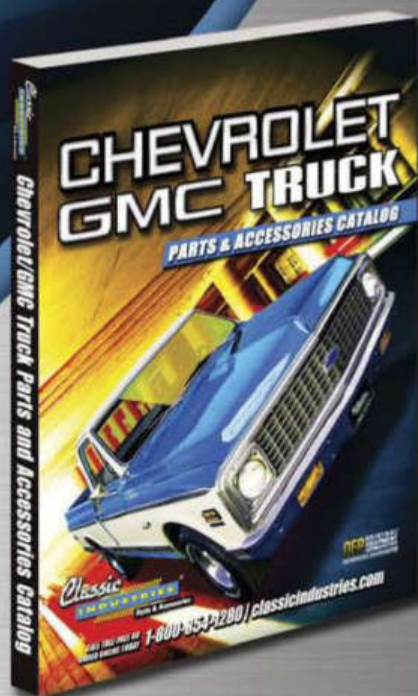
town. Tom couldn't have asked for a better conclusion to his search for his perfect truck. The International has just the right look he was after, and the fact that crew cab Travelette pickups aren't all too common on the highways gives it the ideal touch of mystique Tom was hoping to achieve with this build. Perseverance, once again, paid off. **ST**

“THE AMOUNT OF ATTENTION IT ATTRACTS IS INCREDIBLE NO MATTER WHERE IT HAPPENS TO BE OR WHAT IT'S HAULING AROUND TOWN.”



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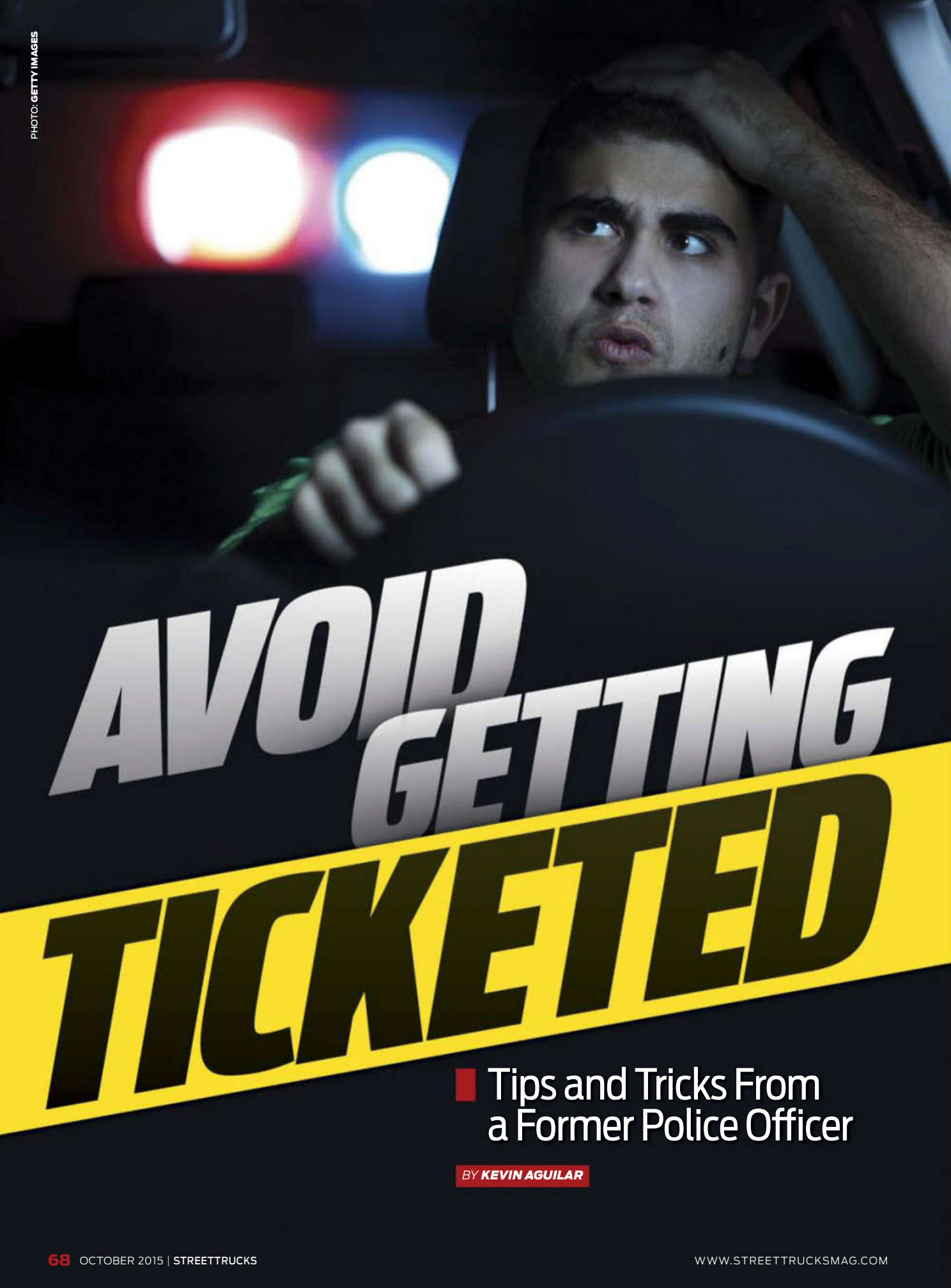
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■ Tips and Tricks From
a Former Police Officer

BY KEVIN AGUILAR

EVERYONE CAN RELATE TO THE PAIN OF GETTING A TRAFFIC TICKET. You're rolling down the road and—boom!—you see those dreaded flashing lights in your rear view mirror. Getting pulled over by a cop is intimidating even if you have nothing to hide. There are so many laws and vehicle codes that it's difficult to know if you really are running legal.

When it comes to moving violations like rolling through a stop sign or speeding, the easiest way to avoid a ticket is to abide by the laws. We all make mistakes, though, and eventually we all get popped, but there is chance that we can drive away without getting a ticket. Not everyone who is pulled over is certain to get a ticket. In fact, we've been in situations where we did the right thing during a traffic stop and were able to carry on with a simple warning.

We researched this subject to discover the best method for getting away from a traffic stop unscathed. We can assure you that traffic laws are clearly black and white, but dedicated men and women in uniform enforce them, and they have emotions just like the rest, which is where things can vary.

To gain perspective, we interviewed a few officers to ask their advice about avoiding tickets. Of course, most cops we talked to declined to be interviewed; however, after reaching out to numerous people, we were able to find an ex-Los Angeles police officer who was willing to enlighten us on the subject. Yes, he was a real cop and we have left his name out of this piece to protect his anonymity. He gave us some great answers that might help you stay in the clear.

Street Trucks: Thanks for taking the time to talk to us, we understand that you were a former LAPD officer who can give us some tips to avoid traffic tickets.

Johnny Law: Yeah, I did just short of 13 years with LAPD. I went on in '87 and I left in '99. I went through the '92 riots, and my partner and I got involved in a shooting.

ST: As the editor of a custom truck magazine, I would like to know what makes someone more likely to get pulled over? Does having a custom vehicle make you more susceptible?

JL: I would say yes, it is more likely that you would get stopped for the mere fact that in most cases altering a vehicle from the manufacturing standard—there is a good chance it is not up to specs according to the vehicle code. As far as the LAPD patrol is concerned, it has to be something that is



PHOTO: GETTY IMAGES

“THE ONES THAT ARE THE REAL STICKLERS ON VEHICLE ALTERATIONS ARE THE HIGHWAY PATROL AS IT IS THEIR LIVELIHOOD.”

really obvious. The ones that are the real sticklers on vehicle alterations are the highway patrol as it is their livelihood. For those guys, their bible is the vehicle codebook. Normally your larger agencies don't have the time to deal with this sort of stuff, as there are bigger things to deal with.

ST: If you get pulled over for a modification, can you get out of a ticket if you say you are working on your vehicle and planning to fix the issue?

JL: Yeah, if you can show proof that you are trying to get it fixed. He may say, “Yeah, go on and get it fixed. Next time I see it I want to make sure it is fixed.” Or something you could do is ask for it to be a correctable offense. That is great because you can get it fixed, have it signed off and change it back to the way you had it.



“IF YOU GET STOPPED AND IT LOOKS LIKE YOU ARE GOING TO GET A TICKET, YOU WANT TO SAY AS LITTLE AS POSSIBLE. KEEP YOUR ANSWERS TO A YES OR NO.”

ST: Trust us, we have done this numerous times. Usually we've gotten fix-it tickets for no front license plate and figured it was just an excuse to pull over a vehicle to see what's going on.

JL: Actually you're right. It gives officers reasonable cause, especially at night. That's what an officer must have in order to make a stop.

ST: What about exotic cars, or are there paint colors that get pulled over more often than others?

JL: No, a show car is something that even an officer would admire. It's gotta be more than admiration for them to stop one.

ST: Is there a magic speed number to go over the limit before you get pulled over for speeding. We've heard if you're going more than 10 mph over the limit you'll get stopped.

JL: I would say anything over 10 miles, especially in a residential area. If the speed limit is 35 and you are doing 45, there is a good chance you are getting pulled over.

ST: Is there any monthly quota for tickets?

JL: That is a myth and there is not a quota for any officer in a vehicle. There is a certain

amount of expected tickets for motor units [motorcycle/traffic officers] because they specifically focus on vehicle code violations and drunk drivers. Double digits, meaning 10 and above, are what they expect a motor officer to come back with at the end of a shift. I remember some coming back with 22 tickets given when 13 motors were out, so you can do the math. ...When I did graveyard, which started at 10 'o clock, we were more busy with guys being liquored up and starting fights on the weekends. It didn't calm down until 3 or 4 a.m. and sometimes even 6 a.m. Traffic tickets increase during the day.

ST: So during those high frequency times when officers are dealing with more serious problems, one is more likely to get away with traffic violations?

JL: Yeah. I saw guys blowing a red light when I was on my way to a code 2 high call, which meant, "get there as fast as you can without lights and sirens." The next level is a code 3 lights and sirens, and it's really important. I even almost hit a guy that blew a red light. I actually spun out one time to avoid hitting a car, and then I straightened out my unit and continued on my call. When you have someone getting stabbed

or shot in a house or something, you are not worried about pulling someone over. This changes in smaller cities as they are less busy. You might be more likely to get pulled over in the daytime.

ST: Another possible myth: do females get out of tickets easier?

JL: [Laughs] That's funny. You know what, I'm laughing because I've seen it happen. It's not fair, but it has happened. You'll have some females that are lookers and you pull them over and walk up, they'll have a few buttons undone on their blouse and they're smiling and looking good. If the officer is a young, single guy, she might get away. It's not always the case, but it does occur.

ST: What does an officer look for on approach to a vehicle and what should a driver do help in this situation?

JL: It's always officer safety. You're looking for movement in the vehicle. If a person in the vehicle is turning their head at you a

lot or looking like they are reaching for something, those are always red flags. An officer is looking for movement like if the weight is being shifted around. The first thing you are looking for is hands. No movement is going to tell you more than the hands.

ST: *So is it in someone's best interest to be polite, and would attitude make it more likely for them to get out of a ticket?*

JL: There're going to be three things. One, it depends on the officer's mood; obviously, they have discretion. Second, it's on how far you take them down the road. A lot of people don't know this, but officers don't like to follow you for a block or two. If you can pull over the soonest where it seems safe, then put your hands on the wheel. By doing that you will probably change an officer's mood. You also should shut the engine off. It's always in your best interest to be polite. The worst thing you can say is, "Why did you stop me?" If you get stopped and it looks like you are going to get a ticket, you want to say as little as possible. Keep your answers to a yes or no. An officer has an area on the back of a ticket where he can write down the violator's comments. It could be something that incriminated you in a way. He can read that to a judge when it comes to court because it's quoted on the back of the ticket that you signed.

ST: *How about if you get pulled over and cry or plea for a warning?*

JL: Crying, no. I would let someone go if they had a legitimate excuse like there is a family emergency and your mind is not in the right place. There's a good chance an officer will just tell

you to slow down because you could get in an accident and hurt somebody else. Just go ahead and be careful.

ST: *Couldn't you just lie about a situation like that?*

JL: Keep in mind that the officer may escort you. So lying could come back to bite you. You pretty much have to be genuine and have a legitimate reason to get out of it. Again, it's the officer's discretion; how you respond is a big plus. There is a chance you could get out of a ticket, but there are officers that are half robot, and they don't care.

ST: *Let's say you have been polite and have done all of the necessary things you should do, but you still get a ticket. Is there a way to get out of it in court?*

JL: It would depend on the violation and what defense you can bring to a judge. If you can be convincing that you are familiar with the area, and are genuine that you normally drive safely and have gone several years without a ticket, I've seen people win. I wouldn't say it's 50/50; it's more of an 80/20-percent chance.

ST: *If someone was to get pulled over for speeding, should they ask if they were clocked from a radar gun in case there is some calibration that could be off and could get them out of the ticket?*

JL: Usually the gun has been calibrated and is up to date, and they can bring a copy of the calibration for those that are trying to fight the ticket in court. If the officer was pacing you, then he would have to do something similar on the vehicle. A lot of times if you are doing 80 miles per hour or over in the fast lane, the officer will pace you in your blind spot to catch you. There is a way to win that if there is no calibration on the police car speedometer, but it is a shot in the dark.

ST: *Wow, that is some good advice and really gives us a new perspective on things. Thank you for your time and for answering our questions.*

JL: I hoped I helped you, and you're welcome. **ST**

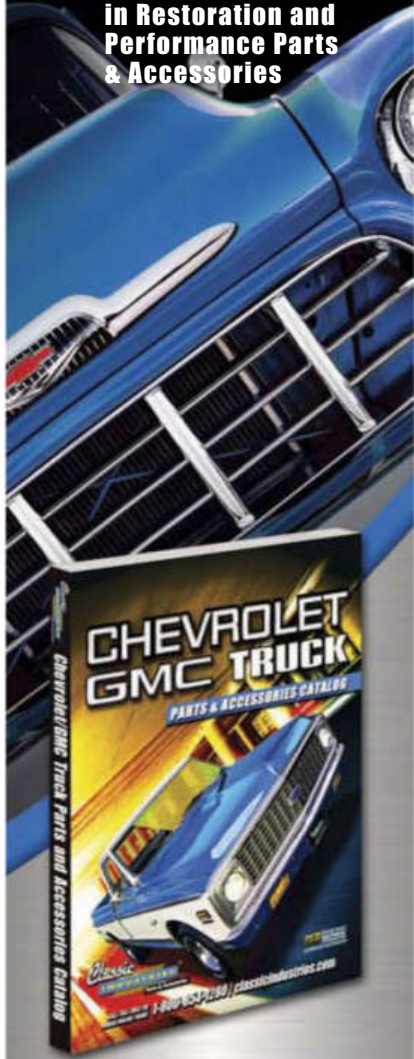


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Investment Plan

CREATING A SOLID FOUNDATION ON A '53 CHEVY



SOURCES

- **The 401k Club Hot Rod Shop**
4392 E. La Palma Ave.
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714.993.4015
The401kclub.com
- **American Racing**
Americanracing.com
- **AVS**
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Building a classic truck is an investment. There's tons of cash that you can dump into any project, and when you're done, you might be able to get a return on your investment. For some people, it becomes their retirement plan. Then they joke to their friends that their truck is their 401k—ha, ha—then they cry into their beer.

Fortunately, there's a shop that not only understands the problem, they embrace it. The crew at the 401k Club Hot Rod Shop in Anaheim, California has been building killer rides for years. Their goal is to build the highest quality vehicles with honesty and integrity, something that's definitely

not true of every shop. Their motto is "drive your investment," and to us truck guys, that makes a lot of sense.

The owner of this particular truck—well, wait, I suppose I should correct that. The '53 Chevy truck on the next few pages isn't just one truck; it's an amalgamation of three. That's because the owner brought The 401k Club a truck to build that was beyond repair, so the team decided to keep it for parts, while looking for a new base truck. The owner went on the hunt, and came back to the shop with another truck that the crew hadn't seen before, but it was a goner, too. The third and final truck came in with a Camaro front clip, and it was pretty much done for as well, but because they had so many parts from the previous two trucks, they were able to put together one sweet ride.

We've followed the crew's progress for a while, and now the truck is pretty close to being finished. Follow along as we check out this spectacular work in progress. **ST**

➤ SETTING UP THE FRONT



01 The second-gen Camaro front clip is too wide for these trucks, but one of the benefits of having so many trucks to work with was that they had a complete chassis. To solve the problem, The 401k Club contacted Fatman Fabrications, which provided custom upper and lower control arms that were narrowed enough to fit the wheels. This was combined with stock Camaro spindles and Slam Specialties 'bags.



02 After the uppers were attached, the lower arms were a straightforward process, thanks to Fatman Fabrications.



03 The Slam Specialties 'bag installation was pretty standard, as well. With the custom-fabricated cups mounted to the RE-7 airbag, putting them into the spring cup was as simple as lifting them in place and securing them to the lower arms.



04 Next, the stock gen two Camaro dropped spindles were bolted loosely in place. They weren't done with those yet.

➤ THE AIR SYSTEM



05 Since there was open space on the side, the air tank was bolted to the chassis and good to go. AVS supplied all of the airbag accessories, including the tank.



06 Although lots of people forget to do this, the team at The 401k Shop made sure to install a water trap on the tank. The owner of the truck does live in the southeastern U.S., so humidity will be an issue. This will keep moisture down to a minimum in the air system.



07 The pressure sensor was next. First, it was first plumbed into a brass fitting, and then a PTC (push to connect) fitting was connected to the airline leading to the manifold.



08 All of the lines in the truck were hidden as much as possible, and running them through the frame also means less worries about busted air lines.



09 One of the other cool tricks on this truck is the new Slam Specialties air manifold. It's compact, bolts right where you need it, and even plugs in with a Molex-style electrical connector.

► THE REAR SUSPENSION



10 The rearend on the truck is a Currie Ford 9-inch, and since it was painted to match the exterior, it was installed empty so it would be easier to move.



11 Bolting the RE-7 'bags to the frame and axle is about as easy as it gets. The rearend was held up with a set of jack stands to make sure the 'bags weren't overextended.



12 They opted to mount the 'bags to the back of the axle, which saves bed floor space and functions well.



13 Next, the plumbing was connected using standard PTC fittings.



14 The 9-inch is held in place with a custom-triangulated 4-link fittings.

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15 With everything mounted, you can see how nicely all of the parts fit together and how it'll sit once it's all done.



16 The rear shocks mount to the lower bars, which gives them a mechanical advantage and should help out with the ride.

➤ MOUNTING THE DRIVETRAIN



17 Moving on, the team prepped the new motor by attaching a set of mounts.



18 Installing new motor mounts on the frame was simple enough. The process involved bolting new parts to the Camaro subframe.



19 The transmission cross member needed some help though, and that meant they had to fab something cool. This one will do the trick nicely because it can unbolt from underneath when the transmission needs servicing.



20 The motor in question is a stroker 383 that puts out around 500 horses—more on that one later.

➤ THE NEW STOPPERS



21 Remember when we mentioned that the front spindles were coming back off? To fit the new brakes, the spindles needed some modifications to fit the Wilwood brake caliper brackets.



22 Once that was done, the spindle was tapped to properly mount those mammoth stoppers.



23 Installing 14-inch Wilwood rotors and six-piston calipers means working with safety wire. If you've never done it before, the wire is meant to keep the fasteners in place, preventing them from slipping.



24 Before the spindles went back on the suspension, mounting components for the brakes were installed.



25 This time, the spindles went on for good, and the cotter pins were put onto the castle nuts.



26 The same goes for those Wilwood brake rotors. With 500 horses on hand, the owner wants to be sure he can stop on a dime. The finishing touch was the dust cap on the rotor.



27 With that huge caliper mounted to the spindle, brake pads had to be added as well. These are simple to install, which is nice, particularly since everything else is so heavy.



28 Locking the pads in place just takes a few turns of a wrench.

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29 With the emergency brake mounted to the axle, the rear assembly was slid into the rearend.



30 There are special adaptors for the rear calipers and the disc conversion, so those had to go in at the same time.



31 The rear rotor slides right on, so that part is easy. The calipers and pads are installed like the front.



32 All of the brake lines in the truck were redone in stainless steel and connected to close the hydraulic system.

➤ THE UPGRADED STEERING



33 The power steering box was next. It's from a Camaro, so it's pretty beefy.



34 After bolting up the power steering box and linkage, the idler arm was bolted to the drag link.



35 Then the tie rod ends went into place.



36 The power steering pump lines were tightened with an open-end wrench.



37 There it is, one completed front end with new plumbing.

➤ THE FINAL RESULTS



38 The 383 also has a March serpentine belt kit and Hedman headers. Those big rollers are 20x8 and 20x11 American Racing Salt Flats, with 245/35R20s up front and 315/35R20s in the rear.



39 The truck is now a rolling chassis, and with a curved windshield and some more parts on the way, it's just about 30 days out, which means that it should be finished by the time you read this article.



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Taking the Low Road

CROWN SUSPENSION'S 1973-PLUS C-10/BLAZER LOWERING KIT

When it was released, the K5 Blazer was the smallest full-size SUV version of GM's C/K truck family. They were designed, built and marketed to compete with the International Harvester Scout and Ford's Bronco, two tough, off-road-capable vehicles that offered increased interior space with the dependable power of a pickup. Needless to say, the Blazer was an overnight success, and the overall demand for it quickly surpassed its rivals. Aside from its rugged trail-blazing capabilities and the availability of A/C and an auto transmission, the Blazer was simply a damn fine-looking piece of machinery.

They sit great at stock height and really command attention when lifted a few inches on larger tires.

But what goes up must look even better when it comes down, or at least that's the theory anyway. Not everyone enjoys sloshing their way through mud bogs or pressure-washing caked on crap after a weekend spent driving through dirt. Some like it clean; some like it low, and the combination of both is always a good route to go.

Luckily, lowering a two-wheel-drive version isn't tricky at all. Installation is pretty straightforward because the chassis is nearly identical to its cousin, the C-10. And parts? We know just where you can find exactly what you need to bring these trucks down to cruising level. Crown Suspension offers a 5-inch drop

kit that will not only decrease the altitude of your C-10/Blazer it will maintain a respectable ride quality as well. It's all in the components: front drop coils and spindles and a rear flip kit. A C-notch kit is also thrown into the mix for necessary rear suspension travel.

Without having to run and grab a tape measure, just know that this kit works well with 22s. In fact, those are the exact size wheels the guys at Crown had to work with. As you may have already scoped out in the "after" photo, the wheel lip just about tucks underneath the rear fender, and the top of the front tire is already resting under shade. After installation, the front wheels were able to turn lock to lock without issue. Yep, it almost sounds too good to be true, but it isn't.

If low is what you're after, and a '73-plus C-10 or Blazer is what you're driving, stay tuned to the rest of the story because that's what the next few pages will be about.

Follow along as Jason and Erik of Crown Suspension get their hands good and dirty. **ST**

SOURCES

- **Crown Suspension**
714.671.9500
CrownSuspension.com
- **Delmo's Speed & Kustom**
818.561.4318
Delmospeed.com

➤ WHAT WE STARTED WITH



01 Here's the Blazer at stock height.



02 Crown Suspension's '73-plus C-10/Blazer front lowering components consist of 3-inch drop spindles, 2-inch coils and a fresh pair of shocks.



03 The rearend is brought down with a 5-inch flip kit. New shocks will also replace the truck's well-worn units.



04 Bolt-in C-notches with adjustable bump stops are also featured in the new rear setup.



05 To complete the new suspension stance, a set of 22-inch, two-piece billet Delmo Specials maintain the Blazer's old school vibe. The staggered tire selection features 255/30ZR22 rubbers up front and 265/35ZR24 to fill up the rear fender wells.

➤ BREAKING DOWN THE FRONT



06 To start, Erik disconnected the tie rod from the original spindle.



07 Next, the beaten down old shocks were unbolted and removed.



08 First, the bolts and then the caliper were removed from the rotor and safely hung with wire from the frame to avoid straining the brake line.



09 The upper and lower control arm castle nuts were loosened and removed.



10 Years of crud buildup can make it tough to separate the arms by hand, but it's nothing a couple of whacks from a sledgehammer can't handle.



11 After the upper control arm was broken free from the spindle, the rotor was removed and the entire spindle was taken out.



12 The coil was fully exposed at this point and soon fell prey to Erik's pry bar. A few well-maneuvered pushes were all it took to force the coil out from its perch.

➤ DROPPING THE FRONT



13 Here's a side-by-side comparison of the OEM components against Crown's lowering parts. The configuration of the drop spindle (right) will shorten the suspension height.



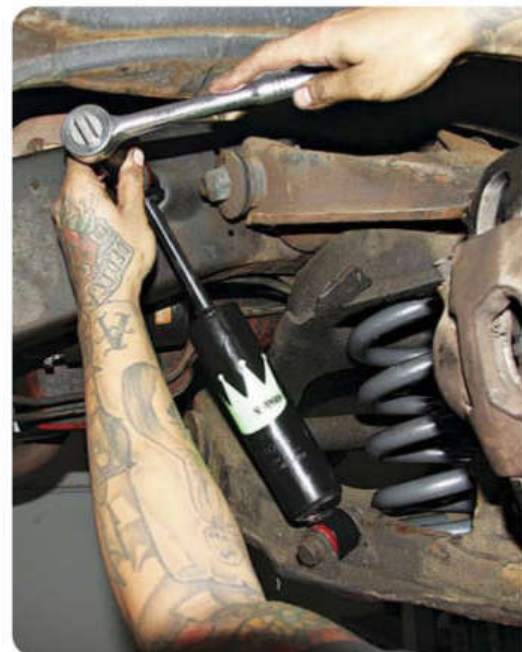
14 The first step to putting the new front suspension setup together was to install Crown's drop coils.



15 Next, the brake shield was removed from the original spindle and bolted onto Crown's drop spindle.



16 The spindle assembly was paired with the upper and lower control arms.



18 The final step up front was to install the new shock, which was as easy as tightening two bolts. Just like that, the front 5-inch drop was complete.



17 The rotor was slipped back over the spindle, and the caliper was put back into position.



➤ PREPPING THE REAR



19 Moving to the rear, Jason started by loosening the bolt from rear of the leaf spring.



20 Then the front end of the leaf spring was unbolted.



21 Next, the U-bolt nuts were loosened but not removed.



22 Next, unbolt the upper and lower points of the factory shock.



23 The factory bump stop needed to be removed, and the easiest way to do that was to use a plasma cutter to separate it from the frame.



24 Once the cutter did its job, a love tap from the sledge broke the bump stop from the frame.

➤ FINISHING UP THE REAR



25 Before the leaf spring was removed, the axle was strapped to the frame to keep it in place.



26 Jason removed the U-bolts securing the leaf spring to the axle, as well as the end bolts of the leaf pack. The leaf spring was then repositioned underneath the axle.



27 The flip kit bracket was placed into position underneath the axle and on top of the center of the leaf spring pack.



28 To keep everything together, the lower plate was placed underneath the leaf spring pack and the U-bolts were fed through and secured.



29 Crown's shock extender was used to install the rear shocks to ensure full extension and dampening.



30 The last leg of the rear installation was to bolt in the C-notch. Jason centered the notch and traced an outline of the portion of the frame that would need to be cut.



31 Jason reached for the plasma cutter once again and began cutting along the line he had made.



32 Once the section of frame was cut, the notch was held in position and bolt holes were marked and drilled out.



33 The freshly drilled holes and edges of the cut frame were hit with the grinder to ensure the C-notch plate fit securely in place.



34 Jason finished the installation by bolting the C-notch in place on the frame. The rear suspension now has the travel that it needs when on the road and bottoming out will be significantly minimized.

➤ COMPLETING THE LOOK



35 The wheels and tires were ready to be mounted. The Delmo Specials use clips to secure the hubcaps into position on the center of the wheels. The Blazer's stance sits perfectly on the 22-inch wheels. A full lock-to-lock turning radius remains intact, and the ride quality is superb. A full day's labor and Crown Suspension's complete kit is all you need to get your C-10 or Blazer to sit much lower and look much better than stock ride height.

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WE ALL HAVE OUR BRAND BIASES. Some of us are Chevy only all the way, while others love our Dodges. But the Blue Oval guys, they're a unique breed. Although you do see the occasional lowered Ford truck, many of them are lifted, and they usually have powerful diesel engines. This one, a truck owned by Dakota Wheeler of Spring, Texas, is no different in that regard. As for the rest, well, that's where things start to veer away from the crowd.

Dakota has been into cars and trucks for quite a bit now, particularly those in the Ford camp. One of his previous builds was a '93 Ford Mustang coupe that garnered quite a bit of attention a few years back. When he's not building cars that go fast, he builds trucks that go up, and usually does so fairly quickly. One recent project was a '12 F-250 that he built and sold so fast that he picked up this '13 F-250 Platinum before the model year was off dealership lots.



Hard Blue

■ Dakota's SLK7 is a Testament to all Things Ford

TEXT BY **KEVIN WHIPPS**

PHOTOS BY **KEVIN AGUILAR**





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TRUCK SPECS

OWNER

Dakota Wheeler
2013 Ford F-250 Platinum
Spring, TX

ENGINE

- 6.7L Ford Power Stroke V-8 turbo diesel
- S&B cold air intake
- MBRP 4-inch stainless steel exhaust with custom split tips
- Automatic Ford transmission
- G2 differential cover
- Transfer Flow external gas tank

SUSPENSION

- Performed by Chad Denena of Gas Pedal Industries
- McGaughy's 8-inch lift kit
- Fox front and rear shocks
- Fox control arms
- Gas Pedal Industries custom dual shock hoop kit

WHEELS & TIRES

- 24x12 Intro ID320 custom design by owner and Jose "Mr. Intro" Moreno at Intro Wheels
- 38x13.50x24 Nitto Trail Grappler M/T tires

BODY & PAINT

- Performed by Cory Scott at Kustom Werx, ALLNI
- House of Kolors Trublue pearl graphics on factory black
- Custom grille
- Lund fender flares
- Amp Research running boards
- Pace Edwards Bed Locker bed cover
- The Lighting Firm headlights
- Horn Blasters train horns

INTERIOR

- Dakota Wheeler (owner), ALLNI
- Verona Leather and Alcantara by Alea Leather
- Suede headliner
- Infiniti Kapp speakers
- Kicker subwoofers and amplifiers

SPECIAL THANKS FROM THE OWNER: Chad Denena, Tom Yamawaki, Cory Scott, Steve McGaughy, Brandt Hemphill, William Hong, Billy Link, Carlos Bustamante, Jose Moreno, Kris Horton, Ben Whitehead, Joe Thompson, Patricia Stewart, Jeff Carr, Alicia Driggers, Charlie Gonzales, Brian Godfrey, Warren Johnson, Melissa Hintz, Chloe Eady, Camden Lynn, Chandler Welling, Tom Williams, Tony Haynes, Steve Smart, Rosemarie White, Josh and Layne Wheeler.

To stand out in the sea of other lifted Fords, one major thing that Dakota did was order a set of one-off wheels for the truck from Intro Wheels. As the story goes, he originally designed a set of rims for his Mustang, and was super happy with the results. So happy, in fact, that he asked Intro to make the same wheels again, but this time in a three-piece and 24x12. After some back and forth with the designers at Intro, they decided that a two-piece rim that looked like a three-piece was actually the way to go, and that's exactly what they did. But before he had them mounted to the Nitto 38s, he painted the outsides black and the insides House of Kolor Trublue pearl.

That House of Kolor blue features prominently on the truck, since it's the accent color for the black base both inside and out. On the interior, blue stitching on the black leather and Alcantara suede matches the Trublue air vent trim and center console. The air tank (that powers the train horns) and powder-coated McGaughy's lift also match the legendary hue, and the accents across the hood, roof and tailgate finish it off. It's a potent combination when paired with a clean black paint job with lime green pinstriping.

WHAT THE PROS USE



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“WHATEVER HE
CHOOSES WE’RE
CONFIDENT THAT
**THIS TRUCK WILL
JUST KEEP GETTING
BETTER AND BETTER
WITH AGE.”**

There are lots of other cool features to check out when you dig deeper into this truck. The lighting, for one, makes sure that there’s nothing Dakota can’t see while driving at night, between the custom headlights and LED panels mounted in the bumper. If you can get high enough to look into the bed, you’ll see a Transfer Flow gas tank nestled between the frame rails. Even though the 6.7L Power Stroke turbo diesel under the hood is stock for the most part, an S&B intake paired with an MBRP 4-inch exhaust keeps things running smoothly.

With a guy who flips his rides on a fairly regular basis, you might be surprised to learn that Dakota still has this truck. He recently painted the outside of the wheels Trublu pearl, and he’s debating whether a 10-inch lift and 40-inch tires is the best way to go, or if he should just flip it and move on to the next project. Whatever he chooses we’re confident that this truck will just keep getting better and better with age. **ST**



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A Ride ON THE TIDE

■ When Business Becomes Pleasure

TEXT BY **JOHN MATA JR.**

PHOTOS BY **HENRY DE KUYPER**



THOSE CAPTIVATED BY THE SOCAL SURF LIFESTYLE TEND TO KEEP IT CLOSE TO THEIR SOUL, EVEN AS THEY GROW OLDER AND GET DISTRACTED BY ALL OF LIFE'S RESPONSIBILITIES. Steve "Revo" Reeves happens to encompass everything one could envy about a California guy who takes full advantage of the rich natural landscape around him. Since he was a kid (he's 51 now), hitting the beach a few times a week or more has just become a regular routine. That many visits may sound like a lot to someone living outside of the state, but who wouldn't spend that much time on the sand if they grew up just a few miles from the Huntington Beach shoreline?

Aside from worshipping the surf, Revo was also sucked into the world of custom rides. Hot rods, trucks, lowriders—it didn't matter the category because he loved them all. As he made his way through adolescence and landed in adulthood, Revo did his best to carve out a business niche for himself that revolved around his interests. In 1978, he opened Stitchcraft, a custom upholstery shop that specializes in designing and executing some of the finest interiors on some of the meanest cars and trucks on the streets. To this day, he still works with what he loves for a living, but recently he's been able to incorporate more of his hobbies into his "job."

"I'm a surfer from way back in the day," Revo says, "and it's always an exciting opportunity to incorporate that part of my life with our automotive projects." The project in question was a '12 Ram 1500 pickup, and what was planned for it was a mild restyling that covered all of the customizing bases. It was scheduled for a fresh paint treatment, a new set of wheels and tires, a suspension



adjustment, a dash of performance upgrades and a fresh interior (naturally). To pull everything together, the Ram was going to bring a beach bum theme to the streets complete with two custom-built and painted surfboards that were intended to experience the tides once these photos were released to the general public. "Mike Bomeau from Aggression Surfboards contributed to the project by shaping one of the boards for me and one for my son, so once this whole magazine photo shoot business is taken care of we can wax up and hit the water." Slick Vic of Seaside Collision Center in Hermosa Beach, California was brought onboard to give the boards a finishing coat of

“KEEP YOUR EYES PEELED, BECAUSE YOU JUST MIGHT SPOT THIS TRUCK ON YOUR NEXT TRIP TO THE BEACH OR LOCAL CAR SHOW.”



TWENTY-FOUR-INCH POLISHED BILLET INTRO HAMMER 6 WHEELS COMPLEMENT THE STITCHCRAFT RAM PERFECTLY.



KATZKIN LEATHER AND SUEDE SEAT COVERS HELP CREATE AN INVITING, PLUSH INTERIOR.

graphics and paint and to coat the truck with matching hues.

Even though the Ram was being built for leisure, Revo also envisioned that it would double as a capable workhorse. "From the beach to the upholstery supply shops to on-the-job installations and home theater projects—this truck had to be able to handle everything," Revo told *Street Trucks*. One board can be easily stowed on top of the cab and the other stashed underneath the bed cover, which still leaves plenty of room inside the bed for supplies and wetsuits. A BedRug liner kit keeps materials safe and provides the perfect spot for sneaking a siesta between wave sets or the next gig. When it comes to the utility and tasks usually assigned to a shop truck, this one has it pretty damn good.

The time it took to take the truck from bone stock to finished product was all of a month, which is an accomplishment in its own right. Gathering the necessary parts for installations usually proves to be just as time consuming as getting the work done, but Revo had a foolproof plan drawn up, and there was

going to be no wavering from the finely-tuned schedule. "Our team has had lots of practice over the years at setting a deadline and always meeting it. I've had the pleasure of working on quite a few television shows, and I've learned a whole lot more about the importance of timing. Everything went beautifully, and our sponsors were great about getting the product we needed to us way ahead of schedule. Normally, there are glitches that create a string of headaches and friction, but not this time around."

A big part of the reason why the Stitchcraft crew gave themselves such a tight window of completion was in part because of a commitment they made to get the truck to SEMA. The company needed its shop truck to double as a worthy showpiece to lure and impress clients while properly representing supporting sponsors at shows and other

ALPINE'S 7-INCH INE-W927HD DELIVERS HD RADIO, VIDEO AND NAVIGATION CAPABILITIES INSIDE THE RAM.



NO BEACH-BOUND TRUCK WOULD BE COMPLETE WITHOUT A SURFBOARD TO RIDE.



events throughout the year. Revo further explains the shop's motivation for the build, "This truck was to promote our new Hot Rod Panels [HRP] line first and foremost. The HRP system allows our customers to order three-dimensional panels for flat-framed doors. The unique designs are then shipped as a DIY kit, which can then be wrapped with material of choice. It really is a great way to add a pop of one-off style to any old school interior."

After a successful showing at SEMA, the Ram's profile was taken down a notch so that it could continue to serve the company day in and day out. Well, that is after the guys get back from taking the truck

on a celebratory surf trip. The destination has yet to be disclosed, but we're sure wherever the crew goes, it won't be too far from home base. Stitchcraft is one of the busiest interior shops in the Southern California area, so when the tide is too low to rip, the demand for their brand of stitch work is always at a peak. Keep your eyes peeled, because you just might spot this truck on your next trip to the beach or local car show. If you haven't spotted it in either of those two places, well, then it must be out on a service call. The life of a shop truck is never a dull one, and most of them don't get to take full advantage of the true California lifestyle like this truck does. **ST**

TRUCK SPECS

OWNER

Steve "Revo" Reeves
Stitchcraft Interiors
2012 Ram 1500
Westminster, CA

ENGINE

- Stock 2012 V-8
- K&N cold air intake
- MagnaFlow exhaust

SUSPENSION

- MaxTrac coil spring 2/3 drop with shocks installed by Joe Conduff and Brian Doyen
- MGP caliper covers on front and rear brakes

WHEELS & TIRES

- 24x9.5 Intro Hammer 6 polished billet wheels
- 285/40R24 Toyo Proxes STII

BODY & PAINT

- Shop: Slick Vic at Seaside Collision Center, Hermosa Beach, CA
- BASF Lambo Orange and White two-tone paint
- Hood louvered by Sir Michaels
- Tinted windows
- SnugTop bed cover
- BedRug liner kit
- Headlights painted halfway
- Door handles painted to match
- Billet Badges emblems

INTERIOR

- Shop: Revo Reeves at Stitchcraft Interiors, Westminster, CA
- Katzkin gray leather and suede seat covers with orange stitching
- Suede headliner
- Porsche carpet
- Hot Rod Panels door inserts
- Alpine INE-W927HD head unit
- Four 6 1/2 separates sets per door panel
- Four 10-inch subwoofers
- Two digital amplifiers
- Optima battery
- Cab lined with Hushmat
- Viper alarm with Smart Start

SPECIAL THANKS FROM THE OWNER: "Thank you to Slick Vic for the awesome paintwork, Joe Conduff and Brian Doyen for the drop kit, exhaust install and for cutting the sponsor stickers as well as templates for the custom surfboards. Jimmy Owen of Liquid Metal Motorsports for the wheels. Thanks to Ron at Katzkin and Gary Bell for the help with the audio system and speaker grille covers. Thanks to Finish Master for the paint supplies, Billet Badges, Foam EZ, BedRug, Body Glove and everyone else who lent a hand."



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Just a Bump up Front



HERE'S the "after" photo. MaxTrac's 2.5-inch front leveling kit did wonders for increasing the Ram's stance and aggressive nature. The extra room allowed for the fitment of the 35-inch Nitto tires up front, which will only lead to fun times exploring the beaten path. Excellent ride quality remains intact, and the Ram now has a yoked out, more aggressive demeanor.

MAXTRAC SUSPENSION'S 2015 DODGE RAM 1500 4WD LEVELING KIT

The '15 Dodge Ram 1500 4WD is truly a workingman's truck. It has been designed to tow 9,200 pounds, and with the optional 3.0L Ecodiesel V-6, it can mow down the highway with an impressive 29-mpg rating. The engine pumps out 240 hp and 420 lb-ft of torque, making it one of the most advanced light-duty diesel power plants sitting at any dealership throughout the country. If you don't have one, you'll most likely want one after you see what we've done to the truck we just got our mitts on.

If you plan on using this pickup as the factory intended, you'll most likely want to capitalize on its capability, and

if you can add a few dashes of dapper to the mix simultaneously, then you've really got to ask yourself why you haven't done anything about the matter yet. In case your Ram still happens to be bone stock, consider that a good thing. As you all know, we're here to help you get your baby on the right track, and this time around we have some assistance from the suspension experts at MaxTrac. The company has just introduced a 2.5-inch front leveling kit that features a 1-inch coil spacer as well as a 1.5-inch strut spacer to ensure a correct A-arm angle that does not throw off ball joint geometry. Splitting the lift between the two spacers also allows the strut to effectively do its job without topping out, which dramatically improves ride

quality. For those paying the bill on a brand-new truck, keeping that cushy yet responsive factory handling intact should be priority numero uno.

To keep the ride rolling even better, a set of 35x12.5R20 Nitto Exo Grappler AWT tires has been brought in to address any off-road issues that will certainly pop up in the Ram's near future. Nitto's All Weather Traction tire was designed to take on all terrain types, no matter what the weather condition. The "Exo" part of the tire comes in the form of an all-season, chip-resistant construction, three-ply sidewall and burly sidewall lugs that give these hunks of rubber an impenetrable shield that will not only help propel the Ram through the rough stuff, but will also do just as good a

job protecting them from the elements. Even though performance and ability is the main focus here, don't forget that the truck can still look its best while working hard. Nitto has designed each of its Grappler tires with two sidewall designs (one with 3D buttresses and the other with a Y-shaped pattern) to better suit your wheel of choice.

To help bring all of this stuff together, the tech experts at

Huntington Beach Chrysler parked the Ram inside the service center for a front suspension adjustment. MaxTrac's leveling kit is straightforward to install, and the difference it will make in performance and handling will have you wondering why you haven't ordered a kit for your own truck yet. Follow along and see just how easy it is to add inches to your Ram's front ride height while improving the truck's level of utility and excitement. **ST**

SOURCES

- **Huntington Beach Chrysler**
714.841.3999
Hbchryslerdodgejeep.com
- **MaxTrac Suspension**
877.929.3015
Maxtracsuspension.com
- **Nitto Tire**
Nittotire.com
- **Pro Comp**
800.776.0767
Procompusa.com



01 Here's a look at our '15 Dodge Ram before it went under the knife. There's nothing wrong with this picture at all, but things can always get better.



02 MaxTrac Suspension's 2.5-inch leveling kit is constructed of 1/2-inch solid steel coil spacers (top) and 1/4-inch steel strut spacers that are welded bolt hole to bolt hole for superior strength. When installed, this small batch of parts will give the Ram a taller front stance while maintaining optimum ride quality.

► MODIFYING THE STRUTS



03 With the stock wheel and tire out of the way, the first step of the disassembly process was removing the tie rod nut at the spindle.



04 Next, the front sway bar end link was unbolted from the sway bar. It is recommended to complete the spacer installs on both sides before reattaching the sway bar end links.



05 In order to remove the strut assembly and reinstall the taller assembly once both MaxTrac spacers are in place, the axle nut will have to be loosened just a bit to free up some additional play. To begin this portion of the process, the caliper bolts were loosened and removed.



06 The caliper was removed and safely hung from the frame to keep pressure off of the brake line. This is an important step that should not be overlooked.



07 With the rotor now fully exposed, the locking rings were unscrewed from the lugs.



08 The brake line was unclipped from the fastening point on the caliper bracket to free up some slack since the next steps would include unbolting the upper control arm.



09 The nut at the ball joint was loosened but not completely removed just yet.



10 While this is a brand-new truck, a shot from a mini sledge is needed to knock the spindle down from the joint. Leaving the nut attached makes removal more manageable.



11 With the nut fully removed, the control arm was pushed up, which freed the spindle.



12 The axle nut was loosened but not fully removed. This allowed more wiggle room when plucking the strut assembly out and added clearance when it is reinstalled later once the spacers are added.



13 With the axle nut loosened, the spindle was moved aside to access the nuts that secure the upper strut assembly.

➤ MODIFYING THE STRUTS



14 Next, the three upper nuts holding the strut in place were removed.



15 The lower strut bolt was loosened and removed.



16 The strut assembly was ready to be removed from its position.



17 To avoid any accidents or mishandling, the strut assembly was placed on a compressor to move the spring down in order to access the strut top.



18 With the strut top out, the coil spacer was slipped over the plastic coil seat and up against the rubber pad.



19 The strut top was reinstalled back to the top of the strut assembly.



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For example, if you re-tune your engine with a programmer or flash device, you will need the additional spark at your plugs to take advantage of your new fuel mixture, timing curve etc. In effect the S.O.S. Coils complete your tune!



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20 Then it was time to bolt on the strut spacer. It slides right over the existing three bolts and was secured into place.



21 With both spacers secured to the strut assembly, the entire unit was fed back into the upper perch and the three nuts were secured onto what is now the strut spacer bolts that come through on the top mounting area.



22 The upper portion of the strut assembly was secured, and the spindle was rejoined with the ball joint on the upper arm. The nut wasn't fully tightened at this point.

➤ BOLTING IT BACK TOGETHER



23 With the strut assembly secured in position, the axle nut was tightened and secured.

24 The lower end of the strut assembly was bolted back into place, which ultimately concludes the installation of the MaxTrac leveling kit. The next steps are a simple exercise in retracing the order of disassembly.



25 The lug nuts from the hub were slid back through the rotor, and all retaining washers were reapplied.



26 Next, the caliper was bolted back onto the bracket just behind the rotor. The Ram's front braking system was now back together again.



27 With everything in place, the upper spindle nut was fully tightened to the upper arm ball joint, which locked all of the suspension parts into their proper positions.

➤ NEW ROLLERS



28 Here's a look at the Ram's new rolling gear: 20-inch wheels covered in 35x12.5R20 Nitto Exo Grappler AWT tires. The doc couldn't have prescribed a better tire for this application.



29 The Exo Grappler tires feature gear-shaped block edges that reinforce the tread blocks while providing a stable contact path. The block edges will also minimize the amount of rocks and debris that get lodged between the tread, which can lead to harmful gouging. Variable pitch tread blocks have also been incorporated, which reduce tire noise usually heard while driving at highway speeds.

30 With the first 20x9 Pro Comp 6633 wheel and tire mated, the last three sets were paired and bolted onto the Ram. This really was the moment of truth; the final pieces of the puzzle were about to be put in place.



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■ Troy Hamilton Put a New Spin on This Older Build

TEXT BY **SAUL VARGAS**

PHOTOS BY **KEVIN AGUILAR**





NEGATIVE CAMBER CLUB MEMBER TROY HAMILTON IS NO STRANGER TO CUSTOM TRUCKS. He's

been building trucks since 1987 and he's had a few. This time around Troy got this extra cab full-size Chevrolet Silverado, dubbed Blue Hell Redux, in trade. The rig was fully customized from the front end to the audio tunnel. It was originally built by IF Customs 10 years ago and was owned by Eric Dunaway. As the owner of Auto Perfection, Troy rebuilt this truck for the love of the lifestyle and also to promote his business.

The stock motor only had 7,100 miles on its 5.3L engine, and it didn't need much, so Troy got to work on the exterior and tore the truck down. Some of the existing modifications included molded rain gutters, flush LED taillights and third brake, custom exhaust tip in the roll pan, molded cowl and shaved gas door. Troy added to this by making a half cover with pop-up gas cap for the bed box that houses the major sound system. The most significant change on the body was the Cadillac Escalade front end that had been previously made to fit.



THE TRUCK FEATURES A BLOW-THROUGH PORT BECAUSE THE SPEAKERS WERE BUILT INTO A CUSTOM BOX INSIDE THE TRUCK'S BED.





Back in the day, the truck was built to lay over 24s, which were considered huge at the time. There was actually enough room for Troy to stuff a set of 26-inch Asanti wheels. To make this happen, the rear suspension received a 2-link and was equipped with AirLift Dominator 2,600-pound 'bags. To tuck the 11-inch-wide wheels, the factory rearend was shortened. The front suspension was

“HE HAS RECEIVED A GREAT RETURN ON HIS INVESTMENT, HAVING LANDED SEVERAL NEW CUSTOMERS WHO WANTED CRAFTSMANSHIP ON THE LEVEL OF THIS SHOP TRUCK.”

airbagged, and the front mounts were raised to allow the truck to come down further. The gas tank also had to be raised so it wouldn't hang below the frame.

Audio was a critical concern for Troy and the primary reason why he wanted to build up the truck in the first place. Dave of Traffic Jams installed a Kenwood KDC-x997 Exelon head unit and a full Rockford Fosgate system that incorporated 6.5-inch components and Rockford Fosgate P1 and P3 subwoofers, all powered by two Rockford Fosgate P500-1 and two P400-2 amplifiers. A 13-inch monitor was placed in the center and a pair of monitors was grafted into each door. Two Optima Yellow Top batteries provide power. For crisp sound and noise cancelling, the whole truck was layered with Dynamat sound deadening material.

With everything ready for paint, Troy used DuPont Daytona Blue to coat the



TRUCK SPECS

OWNER

Troy Hamilton
2002 Chevrolet Silverado
Washington, UT
Negative Camber

ENGINE

- Original 5.3L V-8
- Custom engine covers
- Custom hammer head air intake
- Dual alternators
- Optima batteries
- Custom exhaust with Magnaflow mufflers
- Factory rearend narrowed 4.5 inches

SUSPENSION

- Shop: IF Customs
- Factory frame modified with rectangular steel for a stock-floor body drop
- Raised front upper control arms
- 2-link with pan hard bar in rear
- AirLift dominator 2,600-pound 'bags
- Procomp shocks
- Brake booster extended forward and inward to clear wheels

WHEELS & TIRES

- Asanti, AF150 26x11
- Diablo 295/30R26 and 305/30R26

BODY & PAINT

- Shop: Auto Perfection in Washington, UT
- 2003 Cadillac Escalade front clip with painted headlights
- Grant Kustoms rear tailgate/roll pan combo skin with exhaust cut-outs
- Shaved door handles, taillights, rain gutters, third brake light, wiper cowl and gas door
- Flush LED taillights
- DuPont two-stage Daytona Blue paint finish
- Custom wheel tubs and notch cover in bed
- Spray-on bed liner
- Custom half-bed cover

INTERIOR/STEREO

- Upholstery by McFarland Upholstery in Buckley, WA
- Stock seats trimmed down and covered in black leather and blue suede
- Custom center console and door panels
- Dash and interior panels painted to match exterior
- Billet Specialties steering wheel
- Custom blow-through speaker box
- Kenwood KDC-X997 head unit
- Rockford Fosgate 6.5-inch Component speakers, P1 and P3 subwoofers and two P500-1 and two P400-2 amplifiers
- 13-inch and 4-inch monitor in dash and 4-inch monitors in each door
- Dynamat sound deadening material



LEFT. THE DOOR PANELS WERE FULLY MOLDED AND EQUIPPED WITH FOUR PAIRS OF ROCKFORD FOSGATE COMPONENTS.

BELOW. THIS AIR INTAKE AND COVERS GIVE THE ENGINE COMPARTMENT A CUSTOM LOOK.



exterior. The paint was also applied to the fully 'gassed panels throughout the interior. The upholstery was done by McFarland Upholstery in Buckley, Washington where the crew used a black leather and blue suede combination that tied the interior to the exterior.

This truck couldn't have come together without the support of Troy's shop, Air lift; DuPont; Traffic Jams; Optima Batteries or Ron Chandler, and most importantly, his wife Misty. Since then, he has received a great return on his investment, having landed several new customers who wanted craftsmanship on the level of this shop truck. **ST**



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RELAXIN' AT THE ROCK 2015

GOOD TIMES AND GOODBYES

TEXT AND PHOTOS BY **PATRICK MCKAY**

Held just outside of Portland, Oregon at Rooster Rock State Park, Relaxin' at the Rock was a hit. This year's show brought people to the park early and from as far away as Prescott Valley, Arizona (for which Anthony Klimovitch received the Long Distance award). Central CA Relaxed Atmosphere members, Joe Bernardo, Roel Garza, Victor Vasquez and Rikk Trejo, also made an appearance. Even some of our Canadian friends braved the balmy weather here in the States. They left their sled dog teams at the border while they pulled their trucks out of heated storage, and then made their way to Oregon. All joking aside, it's always a treat to have our Canadian family make their way down from British Columbia and Alberta.

With the largest registered attendance of vehicles to date, the RA members had a job ahead of them picking out the Top 25 and a few specialty awards. While most of the crew was out assessing the vehicles, a few others were making sure that people were entertained. Since this is a family-oriented show, kids were encouraged to join in on the fun for most of the games, like the balloon

pop, frozen T-shirt contest and water balloon toss. The duct tape musical chairs contest was left to the adults.

Speaking of kids, the most important booth at the show this year belonged to B.A.C.A, Bikers Against Child Abuse. These really awesome people had members rotating in and out of the show throughout the day. As you watch them interact with the kids, you understand why these bikers are the "Keepers of the Children."

As the show was coming to a close, the raffle began and a lot of prizes were whisked away. Roel Garza from BellTech was on hand to give away a couple of

great prizes to a couple of lucky people. As the raffle finished, Ron Perkins took the mic to begin the awards ceremony when he was interrupted by Matt Weathers—something special was about to happen. After seven years of helping to host this show, the 2015 event was Ron and Kelly's last Relaxin at the Rock. Ron has been a fixture in the Northwest mini-truck scene for as long as Oregonians can remember, so his moving away is a big deal to a lot of people in the local truck scene.

Luckily, the show will go on. Get more info by visiting [Facebook.com/relaxinattruckrock](https://www.facebook.com/relaxinattruckrock).

ST



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MELINDA YOUNG TOOK BEST OF SHOW WITH HER GORGEOUS F-150.

VERTICALLY CHALLENGED MEMBER TYLER BENT SAYS HE'S GOING TO BE TRYING TO REACH THE 1,000-HP MARK.



BIKERS AND KIDS TRIED TO GET T-SHIRTS OUT OF BLOCKS OF ICE AND THEN PUT THEM ON TO WIN.



LEFT: JAY HASTING HAS ONE OG MINI-TRUCK.

RIGHT: JASON SETTERBERG BROUGHT DOWN THIS SWEET-LOOKING PETERBUILT AND RECEIVED CLUB CHOICE.



LEFT: DUCT TAPE MUSICAL CHAIRS WAS ENTERTAINING, TO SAY THE LEAST.

RIGHT: B.A.C.A. (BIKERS AGAINST CHILD ABUSE) WAS INVITED TO COME OUT TO THE SHOW AND SET UP A BOOTH.





LONNIE THOMPSON, OWNER OF CAROLINA KUSTOMS AND CLASS ACT MEMBER, RECEIVED THE TITO AWARD FROM JUSTIN RAINWATER AND RON PERKINS.



MATT WEATHERS OF PERFECT POISE STEALS THE MIC FOR A GOING AWAY GIFT FOR RON AND KELLY (MAINLY FOR RON).





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Cosmetic Cab Surgery

CINDY GOES UNDER THE KNIFE

Without a doubt, a paint job makes the biggest impact on a truck. It doesn't matter if the truck is slammed to the ground, lifted to the sky or restored to original; the paint is what everyone first notices. Color choice obviously plays a huge role, but if serious attention isn't paid to the bodywork under the paint, you could easily end up with a "good from far but far from good" result. A great paint job is the culmination of many hours of prep work before the first layer of color is laid down.

This is especially true in our case with our '49 Chevy 3100 pickup. Cindy, as we've come to call our project, was left out in the elements for more than 35 years, and she suffered some

damage to her looks. She was in desperate need of a pick-me-up, and our plan was simple: Fix the rusted and rotted areas, smooth out the imperfections and get her ready to shine again.

The first step in our plan involved a call to LMC Truck. The company has been a trusted go-to helping us bring Cindy's looks back to life. In a previous article we fitted the truck with a completely new bed built entirely from new parts available through LMC. This time we looked to the company for new parts to fit the cab. LMC has everything from patch panels to completely new floors, doors and hinges. If you need something for your truck, chances are LMC has you covered; they definitely had everything we needed.

Continuing with the theme of this build, we also cleaned up a few items on

the truck to modernize it a bit. We plan to run air conditioning, so we got rid of the vents on the cowl and the B-pillar. We also plan to relocate the gas tank to the rear, so we welded the hole where the filler once stuck out. Once we had all of the new parts fitted to the truck and made our modifications, we smoothed out the metal work.

For this final step, we turned to I Kandy Paintworks of Peoria, Arizona. The crew there was up to the hefty challenge of making Cindy beautiful again. Frank, the owner, quickly got us in touch with KC Auto Paint who helped line us up with all of the products we needed to smooth out and rejuvenate Cindy's looks. With sanding blocks and sandpaper from Norton, body fillers and glazes from U-Pol, and Metalux Primer in our possession; we brought the truck over to Frank and his crew to get started. **ST**



SOURCES

- **I Kandy Paintworks**
602.391.8913
- **KC Auto Paint**
509.444.7901
Kcautopaint.com
- **LMC Truck**
800.562.8782
LMCtruck.com
- **Metalux/Chem Spec**
800.328.4892
Chemspecpaint.com
- **Norton Automotive Aftermarket**
800.456.8444
Nortonautomotive.com
- **Tre5 Customs**
602.284.2466
Tre5customs.com
- **U-Pol**
800.340.7824
U-pol.co.uk

► REPAIRING THE OLD CAB



01 Since we already had the cab sandblasted and sealed to prevent rust, our areas of concern were easily spotted. First, we tackled the driver's side cowl panel. This panel has a large crease in it and is rusted through towards the bottom.



02 The inside of the cowl looks like it's had some work done to it, so it also had to go.



03 Using a spot weld cutter (P/N 38-1307) we picked up from LMC, we began removing the original outer panel. There were several of these factory spot welds holding the panel in place, so we took our time working around the panel we wanted to remove.



04 Once all of the spot welds were drilled, we cut away a large portion of the panel to make separating the edges easier.



05 Then we began to remove the rest of the panel in smaller sections, making sure not to damage the original flange.



06 Following the same basic steps as the outer panel, we removed the inner left side cowl. There's definitely some support lost by the removal of these two large pieces, but the pillar frame where the hinges bolt will hold everything straight without the need for temporary bracing.



07 The next area that needed to be replaced was the cab floor. We trimmed the new floor sections and placed them over the existing floor to mark the area. Using the spot weld cutter and a cut-off wheel, the driver's side floor was removed to make way for the new section.



08 Here's a look at just how much sheet metal we replaced on the driver's side of the cab. This is all of the old, mangled steel we removed.



09 LMC makes an entire new floor, and they also sell it in pieces. We opted for just the front pieces (P/N 38-7928 for the driver's side and P/N 38-7929 for the passenger's side). Starting with the new driver's side floor, we drilled holes wherever there were spot welds that previously held the panels; this allowed us to reattach the new panels in a similar fashion. In the other areas, we butt-welded them to seam the panels back together.

► SETTING UP THE NEW DOORS



10 On the outer pillar pieces, we wanted to make sure the gap between the door and the new panel was perfect; so, we temporarily attached the outer cowl with sheet metal screws and started the process of hanging the new doors with brand new hinges (P/N 6446).



11 With the hinge set installed onto the pillar frame, the new door shell from LMC is slid onto the hinges. Yes, LMC sells brand-new door shells, too (P/N38-9148-t driver's side and P/N38-9149-t passenger side).



12 There's quite a lot of adjustment allowed with the hinges and doors, so we took our time to line up the rear door gap, and then tightened down the hinges with new stainless hardware. We chose to align the rear of the door first because we can adjust the new outer pillar before securing it in place.



12 To hold the rear door gap where we set it, we needed to install the new door latch. LMC's P/N 38-6480 door latch was installed using new stainless hardware.



13 In order to easily use the latch, we also installed the new door relay, as LMC calls it. The rod is slid over the arm at the latch and then rotated up into place.



14 The relay for the driver's side (P/N 38-6488), was secured to the inner door panel using stainless hardware.



15 Next, we installed the new door handle (P/N 38-6504) onto the relay so we would be able to unlatch and open the door.



16 Here's a look at the completed installation of the latch, relay and handle.



17 While we were lining up the front pillar panel we also went ahead and installed the outer door handle to make unlatching the door even easier. LMC sells a kit for the door handle (P/N 38-6496) that includes the handle, hardware and a seal. The handle was slid into the existing hole in the exterior of the door, which lined up perfectly with the latch.



18 Two supplied bolts secure the handle to the door. We installed the first one in the door jamb.



19 The handle is rotated downward to access the second screw hole.



20 With the latch and its operating mechanism in place on the door, we moved to the catch on the B-pillar of the truck. The striker (P/N 38-6592) was set in place using more stainless steel hardware.



21 We now have a fully operational door. With the door hinges, latch and striker all where we want them, we could now turn our focus to the pillar piece temporarily secured in place.

➤ PANEL REPLACEMENT



22 After spending some time on the gap between the door and the A-pillar, we welded the pillar piece in permanently.

23 Using the same method as the floor, we drilled $\frac{5}{16}$ -inch holes around the perimeter of the piece where it sits flush to the cab of the truck. Once clamped into place, the holes in the new panels were spot welded to achieve a factory look. You'll also notice in this photo that we replaced the inner cowl support as well (P/N 38-9002).



24 The new inner cowl did need to be trimmed to follow the line of the new outer pillar panel. We also decided to sand all of the spot welds, leaving just the fender-mounting holes.



25 Here's a look through the passenger's side at the new floor and inner panel. We repeated a lot of the same steps on the passenger's side of the truck, and we even had to go onto the firewall a bit on this side.



26 Probably the most common rust spot on these trucks is the rear cab corners. Luckily, LMC has us covered for these panels, too.



27 Using a plasma cutter, we quickly cut away the rusted areas so we could see if the inner panel was also rusted. Sure enough, we found more rust. We made quick work of the inside panel by cutting out the rusted area and welding in a new piece of sheet metal we fabricated ourselves.



28 Then we trimmed down the replacement corner (P/N 38-9004) and temporarily screwed it in place with sheet metal screws. This allowed us to make only one cut in the new panel and the old panel at the same time. It gives you a perfectly gapped line to butt-weld.



29 Once fully welded, it can be sanded smooth and prepped for bodywork.



30 As before with the bed, we wanted to clean up the sheet metal just a bit. We decided that we could lose the cowl vent because we'll be adding A/C. A new panel was made and shaped to fit in the cowl flap's spot. Then the panel was welded and sanded.



31 We continued cleaning up the cab by shaving the key holes on the doors and the old gas tank filler in the B-pillar.

➤ WORKING HER STRAIGHT



32 KC Auto Paint really helped us pick out the right products to smooth the cab. We have several different types of U-Pol body fillers and putties. Fibral is a short strand fiberglass putty that works with larger problem areas. Flyweight Gold is body filler that goes on smooth to help fill in minor imperfections. Dolphin Glaze is a self-leveling finishing glaze and the last step before applying primer. We also picked up several types of Norton sanding blocks with different lengths and contours so the guys at I Kandy Paintworks would be able to get all of the panels perfectly straight. Norton sandpaper will knock down the body filler using different rolls, grits and sanding pads. KC Auto Paint also made sure we had plenty of masking tape, paper and plastic to complete the task.



33 Frank got started on the bodywork by mixing up some of Fly Weight Gold (P/N UP0745) body filler. Fly Weight Gold is a two-component polyester filler paste that needs a hardener to activate. Frank adds the desired amount of hardener to the filler, and then mixes it with one of the Norton plastic spreaders.



34 Once the filler and hardener are fully mixed, the filler was applied, starting where the key hole on the door used to be.



35 We also mixed up enough the first time to spread over the area where the gas tank filler once was. This method is used in all of the areas that needed a little attention. The lightweight filler isn't meant to fill large gaps or inconsistencies.



36 Once the filler had time to set up and harden, Frank came back and sanded the initial coat of body filler with the Norton sanding blocks and sandpaper.



37 Unfortunately, we discovered Cindy's roof was pretty beat up. Frank spent some time with the stud gun and puller, along with the hammer and dolly to straighten it out as much as possible.



38 Since the roof had some larger areas in need of repair, we used the U-Pol Fibril. Just like the lightweight body filler, a hardener activates the filler.



39 Fibril is applied in the same manner as Fly Weight Gold. This time Frank opted for a wider spreading tool to lay down the fibreglass filler. The roof will see several more treatments of lightweight filler and glaze over the troubled areas before it's perfectly smooth.



40 After spending a fair amount of time to get the body as straight as possible, it was masked in preparation for its first coat of primer.



41 You can see there are several layers to the bodywork in this photo. You'll also notice that even though the doors were brand-new from LMC, Frank went above and beyond to make sure they were perfectly straight.

► PRIMING THE CAB



42 The final process of this stage of Cindy's build was the first coat of primer. Metalux 9722 primer was selected for the first coat because it's a direct-to-metal filler primer. The desired amount of primer is poured into a 1-quart mixing cup after being thoroughly shaken or stirred.



43 Then the Metalux 9720 hardener is poured in with the primer and stirred thoroughly.



44 After giving the cab a final prep, the primer is sprayed. Frank started out in the corners and tighter areas to ensure full coverage.



45 Next, he moved to the larger panels until the entire cab was covered.



46 The first coat of primer is a great indicator of how smooth the body will be when it's done. However, this is only the first coat, and there will be at least one more full coat and plenty more sanding before the truck is ready for paint. Stay tuned for more to come.

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PROSPORT
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EPISODE 146

Fabrication is the cornerstone of the custom truck world. "Fabricate This" brings the minds of fabricators to the pages of your favorite magazine. Our goal is to publish as many pertinent questions and answers as possible. If you have a question, send it in and we will do our best to answer it.

Hydraulics vs. 'Bags

Iwish I were writing this column under better circumstances, but since I'm not, I want to take a brief moment to recognize Eric Saliba. As you know, he usually alternates writing this column with Bob Grant. Unfortunately, Eric was recently involved in an accident involving a para-motor, which is basically a parachute with an engine attached to it. He has a rough road to recovery ahead of him, and I want to personally wish him well. I'm honored to fill in for him until he can once again contribute his awesome wealth of knowledge and witty humor to this column.

In his absence, I want to take the opportunity to address an area of fabrication that has probably been talked about the least, if at all, in this column—hydraulics. I could go on and on about this topic, but I'm limited to a certain amount of space; so, I'll compare the basics to an air setup and try to keep it simple. Those who know me personally know that I'm a huge fan of hydraulics. I first used them when I was still in high school, about 20 years ago, and a friend and I also co-own a hydraulic company that we started a few years back; so, I'm qualified to shed some light on this dark topic.

I'm sure most of you are familiar with an airbag setup, but let's simplify the system as much as possible so we can compare it to a hydraulic setup. With an air setup, there's a compressor(s) that fills an air storage tank(s). The tank remains pressurized at all times. Then there're valves, whether electric or manual, which allow the pressurized air in the tank to make its way into the 'bag and lift the vehicle, or release air from the 'bag so that the vehicle drops. Let's compare that to a standard hydraulic setup.

The pumps in a hydraulic setup act like the compressors in the air version, with one big difference. The pumps create instant pressure to the system, so there is never any waiting for the tank to fill. When you activate the pump, the hydraulic fluid is instantly drawn into the cylinders. The dumps in a hydraulic setup release the pressure to lower the



vehicle. When the dump valve is opened, the fluid is returned to the pump through a slow-down valve, which allows the speed at which the vehicle is dropped to be manipulated. Both the air compressor and the hydraulic pump need voltage to operate; however, hydraulic pumps require more than 12 volts in most cases. Don't be too concerned with filling the bed of your truck full of batteries though, hydraulic pumps will operate just well with as little as 24 volts (two batteries). Most hydraulic cylinders measure about 1 5/8 inches in diameter and come in common travel lengths from 6 to 12 inches. The smaller diameter of the cylinder does allow for more mounting options than the larger diameter of an airbag. In most modern hydraulic-equipped vehicles, you'll find bladder-style accumulators. These allow the cylinder to compress when bumps are encountered by storing energy under pressure via a

nitrogen charge on one side of the bladder. The gas charge is also adjustable, so ride quality can be adjusted. You'd need to buy different shocks to do that with 'bags.

Two aspects of hydraulics that I especially appreciate are the uniqueness and creativity you can achieve by using them. When you're strolling through a show, you're much more likely to see trucks on airbags. Those few that have hydraulics stand out because they're different. The sound of a hydraulic pump is something that will always turn my head and get my attention, and I bet I'm not alone. The possible combinations of pumps, dumps, batteries and accumulators are almost endless and allow the builder a lot of room for personal expression.

It was difficult for me to keep this column down to a single page; I have so much to say on the subject. I hope I was able to shed a bit of light on hydraulics for those of you who might be skeptical about their usefulness.

THANKS FOR READING, SEE YOU NEXT MONTH.

To submit a question for the "Fabricate This" column for either Bob Grant or Eric Saliba, please email Fabthis@streettrucks.com, or contact them directly via Grantkustoms.com for Bob, or Friendlychopshop.com for Eric. Stay tuned next month and keep the sparks flying!

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Top Reader's Ride of the Month



Down Under Danger

Even with “coppers” being all over modified trucks in Australia, Daniel Peachey couldn’t stomach leaving this ‘99 Hilux stock.

Fortunately for him, Peachey’s not the only guy in Australia, despite the law’s heavy hand, who enjoys building. With the help of some mates, Peachey was able to redo the rearend, make a notch that sits up hard against the tub floor, remake shorter leaf spring mounts and shackles, and modify heaps of other stuff underneath so that his Hilux wouldn’t bottom out (even with a couple of bikes in the back). After 10 years of slight changes, Peachey’s Hilux now possesses a fresh and vaguely factory look, yet the Chevy steely hubcaps make the whole truck pop with attitude, which is quite fitting if you consider how rebellious the custom truck scene is down under.

“After 10 years of slight changes, Peachey’s Hilux now possesses a fresh and vaguely factory look, yet the Chevy steely hubcaps make the whole truck pop with attitude...”

Garage Truck

In their 34 years of marriage, Skip Owen and his wife have owned a fair amount of vehicles, among them: a '64 GTO, '64 Nova SS, '69 El Camino, a couple of Jag XJRs and even a '49 International pickup; however, the couple's favorite of them all began life as a simple garage truck. One day Skip decided he wanted to upgrade the engine of his '90 Silverado fleetside short-bed to a '98 Chevy 350 Vortec with GM Performance Parts intake, and he knew that it needed back-up. So he threw in a 700 R4 transmission and for the heck of it, had the bumpers replaced front and rear and the windows tinted. But, after that, it was clear Skip had gone too far down the rabbit hole. Turning his attention to the outside, the truck was stripped to



"The truck was stripped to the bare metal, taken apart, debadged, and then it was painted red..."

the bare metal, taken apart, debadged, and then it was painted red by Brett Caswell of The Paint Factory "just to be a little different." Skip had a grille from a 1998 truck with a billet Bow Tie slapped onto the front, reversed the tailgate handle and shaved the tailgate. Most noticeably, the Silverado was lowered, and the rims were replaced with custom offset 20x8.5 Boze Stixx billet wheels. Glancing inside, you'd think that the Silverado wouldn't have been left perfectly stock after 25 years, but it has. After all, this little garage truck is just their daily commuter.

RamVader

What happens after a speedy hit and run leaves your dream '12 Ram totaled? For

most of us, there would be a lot of (completely justified) sulking and endless reminiscing about the past, but not if you're Bryan Remolino. A year and half after the accident, he purchased this '14 Ram 1500 Black Edition 2WD regular cab with a 5.7L Hemi and started building again. Since he found this truck as perfect as stock can get, he kept his modifications subtle, deciding to enhance the already brooding presence of the rig, not detract from it with distractions and glitter. With the help of his wife Maria, son Brandon and best friend Anthony Roviso, this Ram was dropped with a McGaughy's 2/4 lowering kit, and it received an S&B cold air intake, a Diablosport Trinity tuner and 1.5-inch LED grille lights. The engine got a few LEDs too, just in case Remolino

would like to look under the hood at night. On the exterior, Remolino tinted the fog lights, custom pinstriped the tailgate, added a BedRug bedliner, painted the door handle covers and threw on some 3GCustomz Vader valve covers. The interior got some loving, too: custom GPS was mounted along with Husky

liners, a gauge pod, oil pressure gauge and Mopar upper glove box. Though the list goes on, and further plans are in the works, the achievement of this build is how flawlessly the custom touches accentuate the original, dark look of the Ram. Remolino must be proud; this build is nothing short of sweet redemption.



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REG. PRICE \$ 299.99

62534033

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/15/16. Limit one coupon per customer per day.

WOW SUPER COUPON

26", 4 DRAWER TOOL CART

US - GENERAL

WINNER - Truckin' Magazine

LOT 95659 shown
61634/61952

• 580 lb. Capacity

SAVE \$180

\$99.99

REG. PRICE \$279.99

62236140

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/15/16. Limit one coupon per customer per day.

SUPER COUPON

9 PIECE FULLY POLISHED COMBINATION WRENCH SETS

SAVE 62%

SAE LOT 69043
42304 shown

METRIC LOT 42305
69044

\$5.99

REG. PRICE \$15.99

62237873

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/15/16. Limit one coupon per customer per day.

SUPER COUPON

12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW WITH LASER GUIDE

SAVE \$165

LOT 69684 shown
61776/61969
61970

\$134.99

REG. PRICE \$ 299.99

62542467

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SUPER COUPON

12 VOLT, 10/2/50 AMP BATTERY CHARGER/ ENGINE STARTER

SAVE 62%

LOT 66783/60581/62334
60653 shown

\$29.99

REG. PRICE \$79.99

62538844

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LOWEST PRICES *EVERYDAY*



**600 Stores
Nationwide**

WOW SUPER COUPON

Customer Rating ★★★★★

RAPID PUMP® 3 TON LOW PROFILE HEAVY DUTY STEEL FLOOR JACK
• Weighs 77 lbs.

LOT 68049/62326
62670/61282
61253 shown

SAVE \$85

\$84.99 REG. PRICE \$169.99

20"

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WOW SUPER COUPON

FREE

WITH ANY PURCHASE CENTECH 7 FUNCTION DIGITAL MULTIMETER

LOT 90899 shown
98025/69096

\$14.99 VALUE

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 1/15/16. Limit one FREE GIFT coupon per customer per day.

WOW SUPER COUPON

MIG-FLUX WELDING CART

LOT 60790/90305
61316/69340 shown

SAVE 41%

\$34.99 REG. PRICE \$59.99

Welder and accessories sold separately.

1 TON CAPACITY FOLDABLE SHOP CRANE
PITTSBURGH

LOT 69445/93840
61858/69512 shown

SAVE \$150

\$99.99 REG. PRICE \$249.99

Includes Ram, Hook and Chain

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WOW SUPER COUPON

POWDER-FREE NITRILE GLOVES

HARDY

SAVE 45%

MEDIUM LOT 68496/61363
LARGE LOT 68497/61360
X-LARGE LOT 61359
68498 shown

• 5 mil. thickness

YOUR CHOICE!

\$6.49 REG. PRICE \$11.99

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WOW SUPER COUPON

2.5 HP, 21 GALLON, 125 PSI VERTICAL AIR COMPRESSOR
CENTRAL PNEUMATIC

SAVE \$70

LOT 67847 shown
61454/61693/62803

\$149.99 REG. PRICE \$219.99

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WOW SUPER COUPON

2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL

SAVE \$100

LOT 61258 shown
61840/61297/68146

\$49.99 REG. PRICE \$149.99

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WOW SUPER COUPON

CENTRAL PNEUMATIC 20 OZ. GRAVITY FEED SPRAY GUN

SAVE 66%

LOT 47016 shown
67181/62300

\$9.99 REG. PRICE \$29.99

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/15/16. Limit one coupon per customer per day.

WOW SUPER COUPON

MICROFIBER CLEANING CLOTHS

PACK OF 4

SAVE 66%

LOT 68440
69678 shown

\$1.99 REG. PRICE \$5.99

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/15/16. Limit one coupon per customer per day.

WOW SUPER COUPON

LOW-PROFILE CREEPER

SAVE 60%

LOT 69262
69094/61916
2745 shown

\$19.99 REG. PRICE \$49.99

• 300 lb. Capacity

Tools sold separately.

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WOW SUPER COUPON

26" 16 DRAWER ROLLER CABINET

SAVE \$330

LOT 61609
67831 shown

\$319.99 REG. PRICE \$649.99

• 1060 lb. Capacity
• 14,600 cu. in. of storage

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WOW SUPER COUPON

8" 5 SPEED BENCH MOUNT DRILL PRESS

SAVE \$80

LOT 62520/62390/60238 shown

\$49.99 REG. PRICE \$129.99

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WOW SUPER COUPON

1000 LB. CAPACITY ENGINE STAND
PITTSBURGH

SAVE 37%

LOT 69886
69520 shown

\$49.99 REG. PRICE \$79.99

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WOW SUPER COUPON

36" METAL BRAKE WITH STAND
CENTRAL MACHINERY

SAVE \$90

LOT 62518/62335
91012 shown

\$189.99 REG. PRICE \$279.99

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WOW SUPER COUPON

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINES
PREDATOR ENGINES

SAVE \$180

LOT 60363
69730/68120

\$99.99 REG. PRICE \$279.99

LOT 68121/69727 shown
CALIFORNIA ONLY

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WOW SUPER COUPON

1/2" DRIVE 25" BREAKER BAR
PITTSBURGH

SAVE 41%

LOT 60819
67933 shown

\$9.99 REG. PRICE \$16.99

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SEPTEMBER

SEPTEMBER 11-13

RIVERSIDE, MO—16TH ANNUAL MIDWEST ALL TRUCK NATIONALS—At EH Young Park; more than 250 trucks of all makes and models.

SEPTEMBER 12

MARTINEZ, CA—19TH ANNUAL MADNESS ON MAIN STREET—Downtown Martinez, 10 a.m.-3 p.m. Free to spectators; DJ Tony Pichardo will perform. For more info, log on to Mainstreetmartinez.org.

SEPTEMBER 18-9

WISCONSIN DELLS, WI—DASH TO THE DELLS 26—At the Great Wolf Lodge & Resort. Show-'n'-shine, prizes, kids games, valve cover races and more. For more info, call Mike Connor 608.274.6257 after 6 p.m. on weekdays or email mikeconnor@charter.net.

SEPTEMBER 26

MADERA, CA—DECADES DEEP—At the Madera Fairgrounds, 1850 Cleveland Ave. For more info, log on to [Facebook.com/decades.deep.7](https://www.facebook.com/decades.deep.7).

SEPTEMBER 26

COSTA MESA, CA—CRUISIN' FOR A CURE 2015—At the Orange County Fairgrounds, 7 a.m.-4 p.m. All types of vehicles; huge, one-day show. Log on to Cruisinforacure.com for details.





OCTOBER

OCTOBER 16-18

JENNINGS, LA—LAST RESORT—At the Louisiana Oil & Gas Park. For more info, log on to Lastresortshow.com.

OCTOBER 24-25

CORPUS CHRISTI, TX—2015 CORPUS CHRISTI HEAT WAVE—At the American Bank Center. Burnout contest, live music, tattoo expo and more. Log on to Heatwaveshow.com for details.

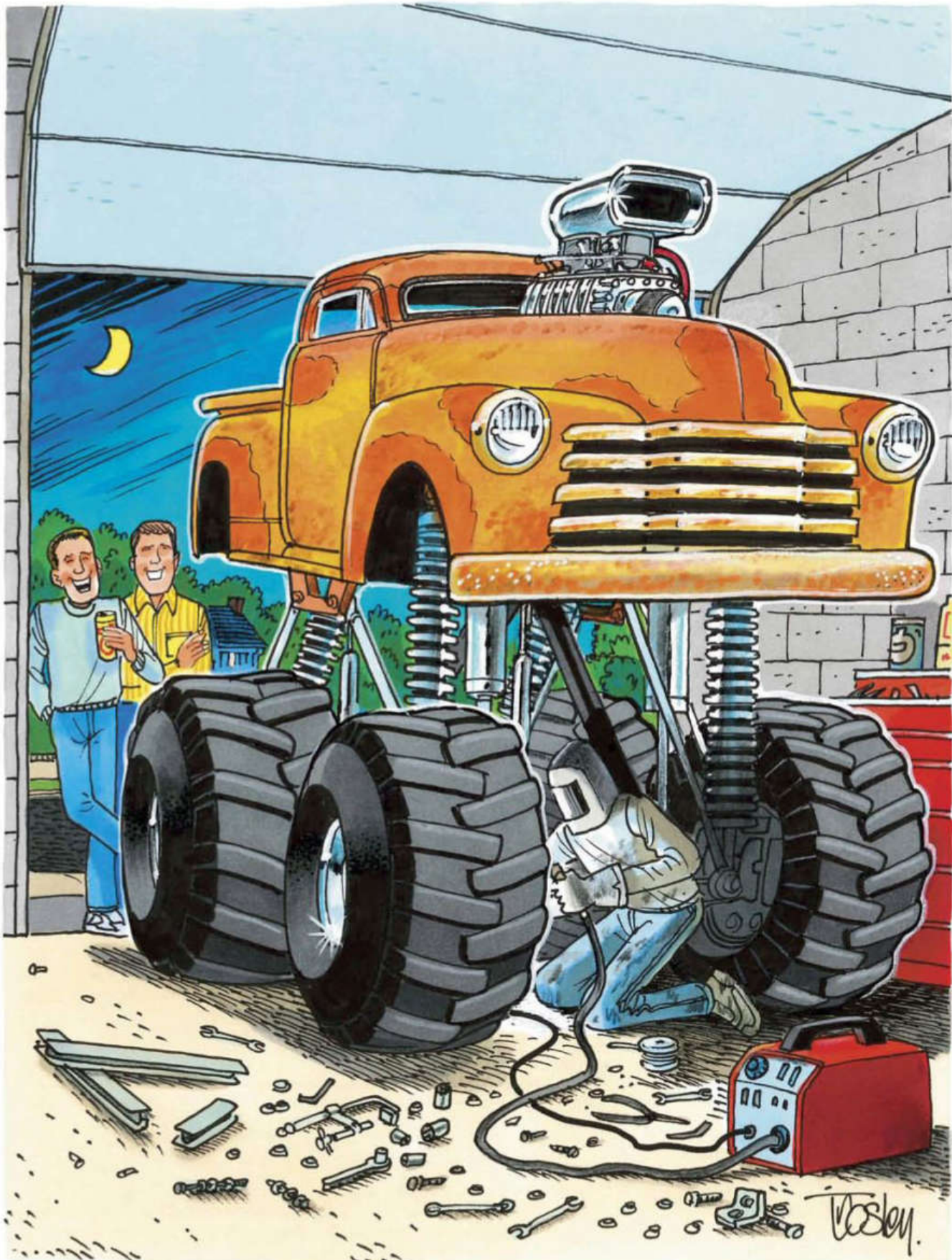
OCTOBER 30-31

PLYMOUTH, CA—SCRAPE AND SCARE 2015—At the Amador County Fairgrounds. For more info, log on to [Facebook.com/Scrapeandscare](https://www.facebook.com/Scrapeandscare).



If you'd like to have your truck event appear in the pages of *Street Trucks* Magazine, send your information at least four months prior to the event to:

STREETTRUCKS
Attn: Michelle Salcedo
Msalcedo@engagedmediainc.com



"ON TV THERE'S SOMEBODY LOSING LOVE... LOSING WEIGHT... LOSING MONEY...
I LIKE COMING OVER HERE AND WATCHING SOMEBODY LOSE HIS SANITY!"

AD INDEX

ADVERTISER	PAGE
ACCUAIR SUSPENSION	59
AIRBAGIT.COM SUSPENSION, LLC	2-3
AVS AIRTRONIX	130-131
BED WOOD & PARTS	95
BRAKE PERFORMANCE	17
BROTHERS TRUCKS	55
CHEV'S OF THE 40S	37
CLASSIC INDUSTRIES, INC.	67, 71
CLASSIC PARTS OF AMERICA	75
CLASSIC PERFORMANCE PRODUCTS	4-5
CROWN SUSPENSION	27
DAKOTA DIGITAL, INC.	85
DJM SUSPENSION	89
EBC BRAKES	15
EDDIE MOTORSPORTS	129
FITECH FUEL INJECTION	119
FLEX-A-LITE CONSOLIDATED	17
FS MOTORSPORTS	77
HARBOR FREIGHT TOOLS	124-125
HORKEY'S WOOD & PARTS	111
HYPERTECH INC.	19
K & N ENGINEERING	57
K.P. COMPONENTS	51
KW AUTOMOTIVE NORTH AMERICA, INC.	13
LITTLE LARRY'S	121
LMC TRUCK	132
LOWRIDER DEPOT	22
MAGNUSON SUPERCHARGERS	117
MAR-K QUALITY PARTS	65
MAXTRAC SUSPENSION	101
PERFORMANCE DISTRIBUTORS INC.	99
PROSPORT GAUGES	117
RACELINE WHEELS	10-11
RETRO SOUND	119
REV WHEELS	23
ROADSTER SHOP	63
SCOTT'S HOTRODS 'N CUSTOMS	31
STAINLESS STEEL BRAKES CORP.	101
STEELE RUBBER PRODUCTS	121
SUMMIT RACING EQUIPMENT	41
THE SUSPENSION SOURCE	6-7
TSW ALLOY WHEELS	79
U.S. MAGS	21
VINTAGE AIR	43
WESTERN CHASSIS	107
WIZARDS PRODUCTS	91

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UNIVERSAL FIT
ANY VEHICLE

LIMITED LIFETIME WARRANTY

AVS BOLT-IN SHAVED DOOR KITS
THE ORIGINATORS NOT THE IMITATORS

STARTING \$100

OVER
110 BOLT-IN
APPLICATIONS

AVS REMOTE SYSTEMS

4-CH, 8-CH, 12-CHANNEL

Each remote includes 12 buttons

\$60



AVS COIL DOOR PUSHERS

MINI & FULLSIZE
VEHICLES

FROM \$20

PRE-WIRED
SHAVED DOOR
RELAY HARNESS

\$50

BEAR CLAW LATCH
W/STRIKERS

\$45

CLAW LATCH
INSTALL KIT

\$35

POWER BEAR CLAW LATCH
W/STRIKERS

\$140

AVS
BILLET DOOR
PUSHERS

\$40

AVS BRAND L.E.D. LIGHT KITS



RED KITS

7.5" KIT \$155

11" KIT \$180

15.5" KIT \$210

12" KIT \$250

15.5" KIT \$275

20" KIT \$300

13.5" KIT \$260

16.5" KIT \$330

20" KIT \$355

24.5" KIT \$400



RED/WHITE KITS

12" KIT \$250

15.5" KIT \$275

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AVS WIRING HARNESS AVAILABLE IN 10", 15", 20" OR ANY CUSTOM LENGTH
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